

ALL HANDS

FEBRUARY 1983



REFORGER '82
MID-ATLANTIC
ABOARD COMET
2/3/82

in this issue

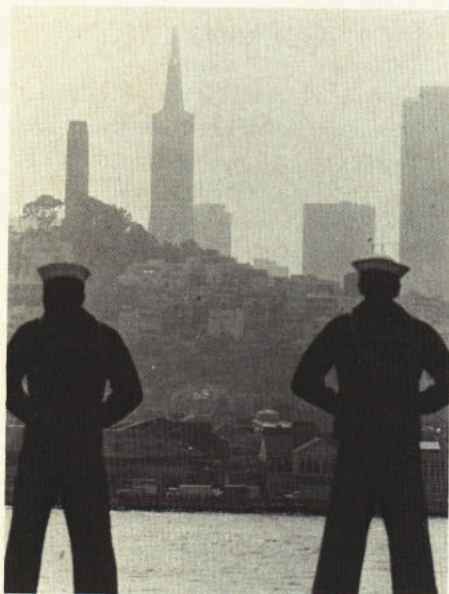
• Sealift Aids Reforger



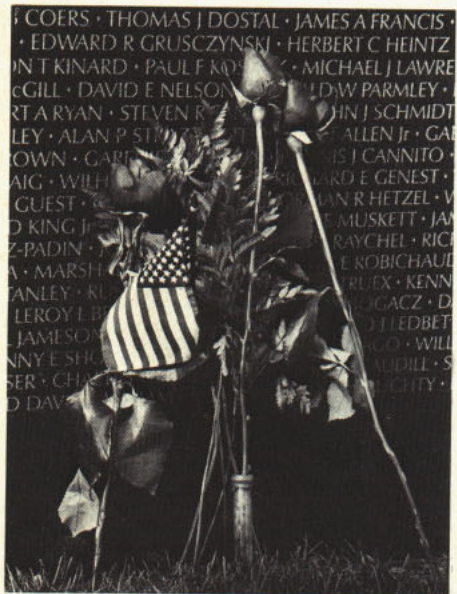
Seaman Donald Britton (left), who lived in Bogota, Colombia, for 17 years, talks with the Commander of the Colombian Navy, Vice Adm. Hector Calderon, aboard the carrier USS Nimitz (CVN 68). The carrier, along with the guided missile cruisers USS Arkansas (CGN 41) and USS Mississippi (CGN 40), recently took part in "Caribbean Swing," an eight-day exercise which included port calls in Honduras, Colombia and Venezuela. Photo by PH3 C.L. Mussi.



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ALL HANDS

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Front: Navy civilian Mike Leahy's view of high-flying, shipboard painters on USNS Comet (T-AKR 7) during the Reforger '82 Atlantic crossing.

Back: The MK-5 hard hat diving gear (right) is being replaced by the MK-12 surface supplied diving system, which makes for easier, safer, deep diving. Photo by Bernie Campoli.

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CNO Retention Team Talks to the Fleet

Story and photos by JO1 Gary Hopkins

A few years back, low pay was the main problem. Pay has risen over the past few years; now the frequency of family separation is number one. But there are other issues: wanting to live somewhere permanently, lack of recognition for doing a good job, too many petty regulations and loss of the GI Bill. Pay still is, and probably always will be, one of the primary issues.

All these are issues that men and women list as reasons for leaving the Navy. And the CNO Retention Team is concerned. It's their job to identify issues that are troubling Navy members—to get honest feedback from the fleet.

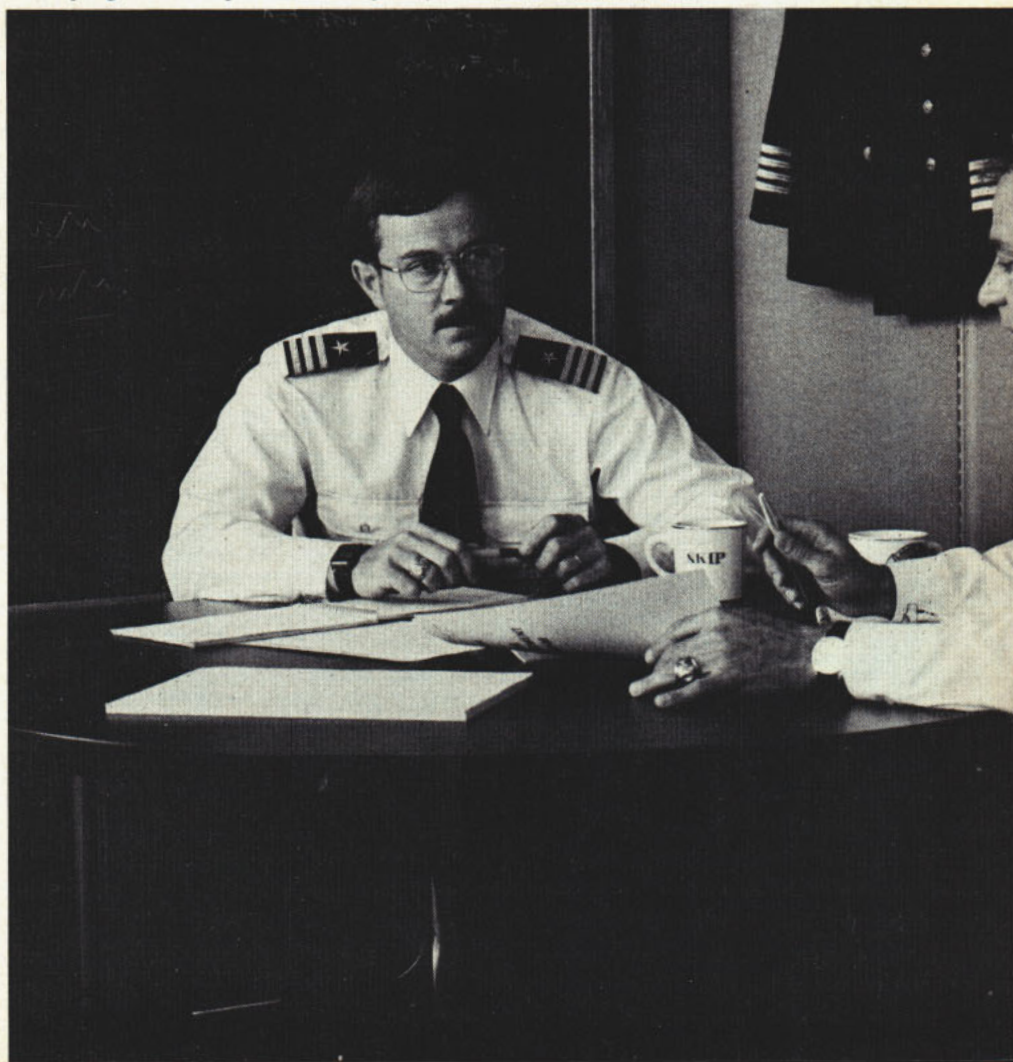
It is also the retention team's job to get information *out* to the fleet—to tell sailors about programs and policies taking shape

in Washington, D.C., that will affect them. It's called communicating.

"That is the specific charge of the CNO Retention Team," said Commander Charles R. Cramer, a retention team leader and head of the Officer/Enlisted Retention Section for the Deputy Chief of Naval Operations (Manpower Personnel and Training) in Washington, D.C.



In Washington, Capt. Leshko (above) prepares for an upcoming brief. Cmdr. Cramer and Leshko jot down items they want to be sure to discuss at the next fleet briefing (right).



"Our job is not to go out and tell only the good news. We lay out the facts about what is happening in Washington, let people know what the situation is and where the Navy stands from a retention posture. We tell them where we are, *why* we are where we are, where we're trying to get to and how we plan to get there."

Captain Thomas J. Leshko, also a retention team leader and head of the Career Programs Branch for the Deputy Chief of Naval Operations is precise when he speaks about the team. "As part of the CNO Retention Office," he said, "the team will go around the world to major naval installations—and some of the remote installations. We get information or suggestions from the fleet, staff them and then go out and tell people exactly what's going on in Washington. We truly communicate and exchange ideas."

The CNO Retention Office has existed in one form or another since the 1960s when it was a retention monitoring shop under the Chief of Naval Personnel. Leshko is equally specific when speaking about

the overall mission of that office. "Our charter is to monitor and initiate programs and policies which would be instrumental in increasing the Navy's retention," he said.

One of those programs was the development of the CNO Retention Team, which actually consists of three five-member teams. The three teams, led by Rear Admiral Albert J. Herberger, Leshko and Cramer, make an average of 10 trips a year, traveling to some 50 sites worldwide. To date, they have briefed more than 25,000 Navy men and women.

The original concept for the CNO Retention Team had its roots in the early 1970s, but it wasn't until 1978, that traveling retention teams were implemented.

From a retention standpoint, three areas were identified that needed immediate attention. The first was to achieve rough comparability in pay with the civilian sector. At that time, low pay was the main reason people were leaving the Navy. That fact was reflected in surveys conducted throughout the fleet.

From 1978-1982 military paychecks increased by an average 44.2 percent.

But according to Cramer, as pay issues were solved, other significant issues surfaced that had been masked by pay. "They covered the spectrum from family separation to individual recognition," he said.

That is where the second and third areas of concern in the retention arena came into play. They are referred to as non-compensation areas.

One of those areas is better recognition of individual accomplishments. Changes that have been initiated through the CNO Retention Team and the CNO Retention Office to promote individual recognition include a more liberal frocking policy, expansion of the awarding of the Navy Achievement Medal, the Sea Service Deployment Ribbon and expansion of upward mobility programs. They were all changes championed by the CNO Retention Office because of information the teams got from their extensive visits to the fleet.

The other non-compensation area concerned communication. "It is one theme," Cramer said, "that I think has come up on every mess deck and in every wardroom: 'Nobody tells me what's going on in Washington.'"

That's where the CNO Retention Team

picks up a large share of the responsibility. It is their single most important reason for existing. The briefing team, which is composed of representatives from the retention office (OP-136) and the Military Compensation Policy Branch (OP-134), delivers a 1½-hour presentation covering topics of officer and enlisted retention performance, non-compensation programs, personnel policy issues and an up-to-date assessment of current compensation initiatives.

Each member, an expert in certain areas, fields questions from the floor on any issue a member might want to discuss. In fielding the questions, team members perform another important function—explaining not only how, but why the Navy takes specific actions that affect personnel.

In addition to traveling worldwide and talking with sailors, the retention team is taking further steps to upgrade communication to and from the fleet. A new toll-free information system is one of these steps.

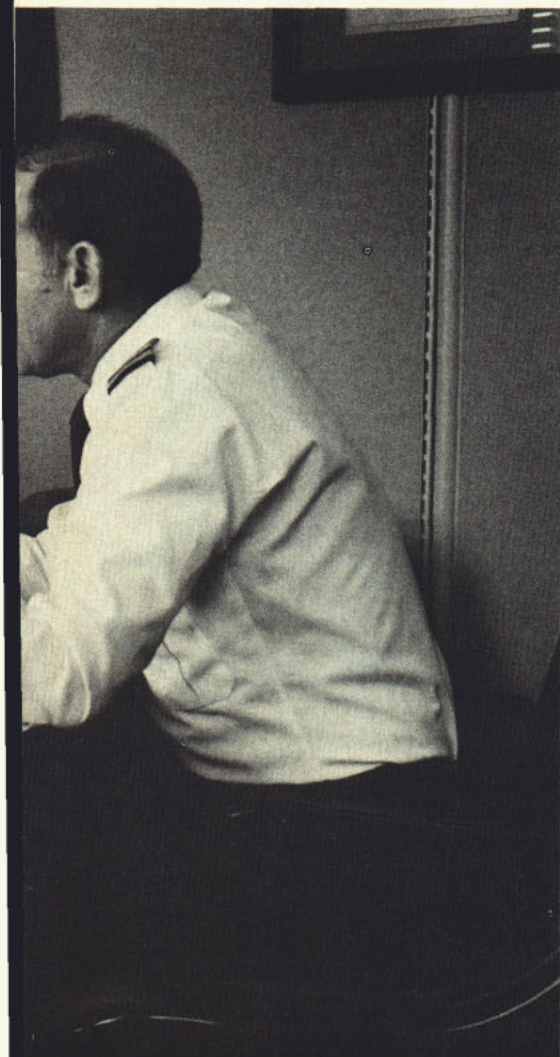
"Contracts are now being bid," Cramer said, "for an information phone that will allow a sailor in the fleet to call an 800 number or Autovon line to ask for current information on career or retention programs. The library of information includes specifics on upward mobility or conversion programs such as BOOST, LDO/warrant commissions, SCORE, STAR—what have you.

An operator will play a short tape recording for two to five minutes, informing the caller about a particular program. At the end of the tape, the operator also will tell the caller where the nearest career counselor or program expert can be reached for more details.

At a fleet briefing session on an October afternoon at the Naval Submarine Base, New London in Groton, Conn., Cramer spoke of a relatively new idea being used to help communication with the fleet: officer and enlisted separation questionnaires.

"Big deal?" he asked an audience of about 250 sailors. "Yes, it is," he replied, answering his own question. The men and women sitting in Dealy Center theater stared intently at Cramer.

"Those separation questionnaires are the driving force to use in Congress to show what the fleet is saying. Congressmen accept our survey information because surveys speak their language—they're a reflection of public opinion.

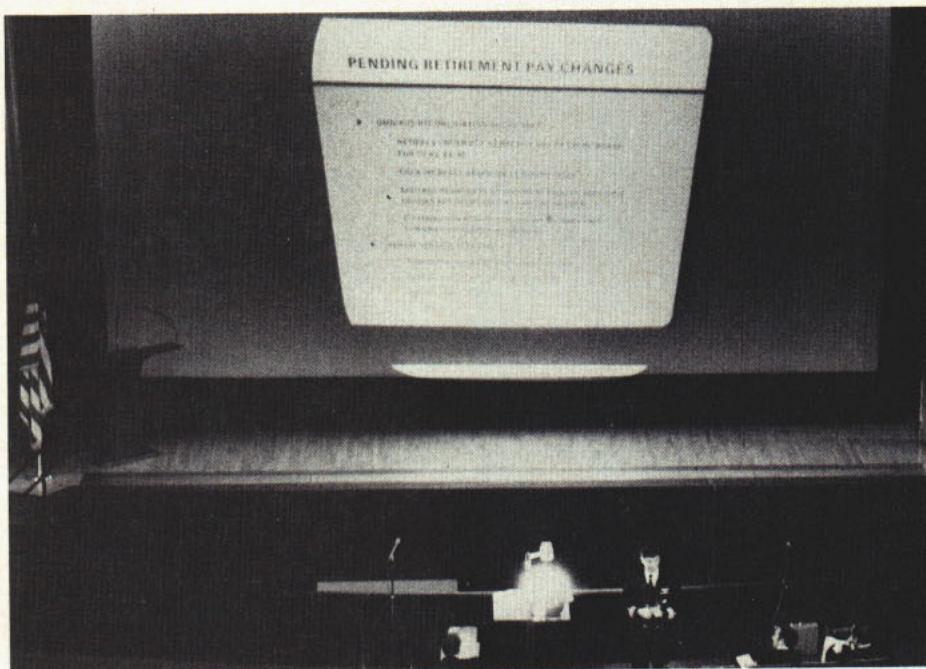




Lt. Cmdr. Johnson briefs on pay and allowances issues (right). Audiences attending retention team briefing sessions (above) are usually made up of COs, XO's and career counselors, but the briefs are open to everyone.

"There is now an enlisted retention questionnaire on the road," he continued. "Up to now, we've concentrated on tracking dissatisfiers—and keep in mind—they're exactly that. They're from people who decided to get out of the Navy, they're not from people who decided to stay in. The present CNO, Admiral James Watkins, while serving as Chief of Naval Personnel, decided that as long as we're going to ask the people who are getting out why they're getting out, why not ask the ones who are staying in why they're staying in?"

"We just got our first 500 retention questionnaire responses back. I took one questionnaire at random," Cramer said as he held up the sheet. "It's from a young first term. He's staying in because of job security and the retirement benefits—and he wanted to serve his country. He wrote in at the bottom: 'My dad served for 23 years so



that I could grow up to be free, and now I want to serve for 30 years so that my kids can grow up to be free."

"Sound kind of hokey? Well, maybe, but on the other hand, it was nice hearing that after you see all the reasons why people get out."

Although the retention team stands out to sailors in the fleet as a very visible tie with Washington, both Leshko and Cramer stress that the CNO Retention Office and the retention teams do not supersede the chain of command.

"That's something that we routinely face

when we give a presentation." Cramer said. "When someone raises an individual problem he or she is having, my first challenge to the individual is: Are you running this through your chain of command? Does your branch or division officer know? Does your leading chief or LPO know? Has your master chief been informed?"

"We're careful about not representing ourselves as a direct link with CNO on issues that are raised. On the other hand, we do come back and report through our chain of command to the office concerned on what issues we discover on the trips. So from that standpoint, we are a communications link, yes. And we do bring back issues for staffing if somebody has recommendations, suggestions or complaints."

According to Cramer, getting information out to the fleet is more typically the problem. "A chain of command can handle a lot of the inputs," he said. "But the briefings do give us a feel in the retention office for the sort of initiatives that we should be tracking—uniform policy, VHA, tuition assistance programs or the GI Bill."

Keeping track of those issues is important if the Navy is to retain people. And keeping people in the Navy since the inception of the all-volunteer force has been tough—until now.

"It's only in the last two years that we've shown some moderate increases in both our first- and second-tour force," Leshko said. "That performance has been needed. We have a 22,000 petty officer shortfall. The only way you can erase that is to retain people. Of course the Navy's objective is to retain them. That's one of the foundations upon which the Selective Re-enlistment Bonus program is built. If there's a shortage, we will pay for those skills."

And indeed, the SRB program—to date—has been a resounding success. Fully 55 percent of all re-enlistments can be attributed to the SRB program. In the 1983 fiscal year, \$280 million had been earmarked for the SRB program, but \$99 million of that may be deleted from the budget

by Congress. The Navy might find it tough to keep some people in, especially in highly technical ratings, with less SRB money to spread around.

"Right now we are living in a world where the state of the economy governs congressional budget decisions," said Lieutenant Commander Gary Johnson, a CNO Retention Team member and head of Compensation Plans. "The state of the economy not only affects SRB funding but other programs as well."

There is hope, though. The Navy still has a chance to regain all or at least part of that \$99 million cut.

According to Cramer, lawmakers understand the unique aspects of the Navy; they recognize the fact that due to the Navy's growth this decade and chronic manning problems in the late '70s, the Navy has a greater need to retain skilled individuals than do the other services.

"We have a requirement for a pool of technically qualified and experienced petty officers," he said. "We don't need a massive turnover on the front end as, say, the Army and Marines may require. We need sustained growth and experience, certainly from first to second term and beyond. It becomes consistently more difficult when

you take talented sailors out to the eight-, 10- or 12-year point and then have the experience vanish. The problem is exactly the same in the officer retention business."

Although the SRB program is one way the Navy is trying to retain skilled petty officers, Cramer said that sometimes too much emphasis is being placed on money. "I think that's one of the mistakes we make. We focus a great deal on the dollar issues, sometimes losing track of the reason why we're serving."

While money certainly is important, Cramer mentioned some other issues that might cause someone to think twice before leaving the Navy.

"You know this is a pretty stable profession to be in," he said. "We do not have problems with layoffs. You're doing something that's worthwhile. You've got the opportunity to grow as far as your own ambitions and skills will take you."

"You're never going to see a better time, I think, to be a part of an organization than when you are there during the growth stage. And we have growth going now for the rest of this decade—solid, programmed growth. If we were selling stock in the Navy on Wall Street, it would have to be very, very high."



After the briefing session, more informal discussions take place (right).

Easing the Tax Bite

Sailors and Navy families can draw some comfort from knowing that they may be able to see substantial tax savings in the next few years. A major part of this savings will come from the periodic cuts in tax rates passed by Congress. The first tax rate reduction of 5 percent took effect in October 1981, followed by a larger one of 10 percent in July 1982. An additional 10 percent cut will go into effect this coming July.

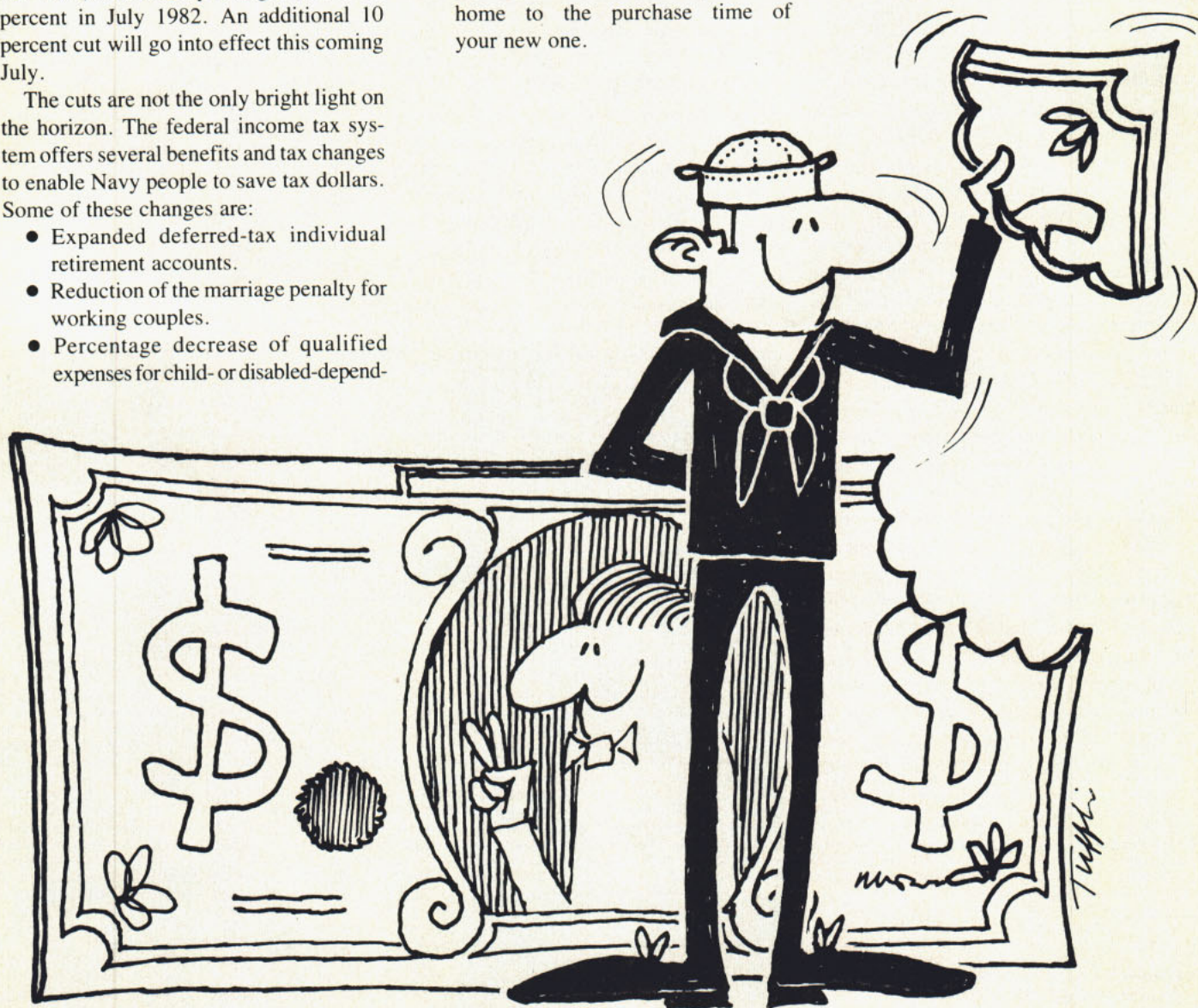
The cuts are not the only bright light on the horizon. The federal income tax system offers several benefits and tax changes to enable Navy people to save tax dollars. Some of these changes are:

- Expanded deferred-tax individual retirement accounts.
- Reduction of the marriage penalty for working couples.
- Percentage decrease of qualified expenses for child- or disabled-depend-

ent care to enable spouses to be gainfully employed.

- Deduction of charitable contributions even if you don't itemize (that is, even if you don't use Schedule A on the long Form 1040).
- Extension of replacement period from the sale of your old home to the purchase time of your new one.

As April 15 approaches, some Navy people—like many others—get anxious about meeting the deadline for filing their federal income tax returns, Form 1040 or 1040A. If meeting the deadline is a problem, you can get a four-month extension by



filing Form 4868. The Internal Revenue Service may even grant you a further extension, provided you have good reasons and you file Form 2688. Forms can be obtained at any IRS office, but you must make the extension request by April 15. To avoid interest charges and a possible penalty, be sure to send in with the form any tax you estimate you will owe.

This year you may claim as many as 14 legal exemptions on your W-4 withholding form (called "allowances" in the W-4 instructions and work sheets). Each allowance is equal to a \$1,000 deduction; in 1981 IRS only allowed up to nine such exemptions. The more allowances you claim now, the less money will be withheld from your pay throughout the year. That extra take-home pay could be put into some type of savings account where it will earn interest to help you pay tax liability at the end of the year.

If you're entitled to receive a refund and don't get it within 10 weeks after filing your income tax return, call your local IRS office or write to the service center where you sent your return.

IRA—Navy people and their working spouses may now each open individual retirement accounts even if they are eligible to receive retirement pay in the future. This excellent tax shelter lets you contribute up to \$2,000 each (if both working) or 100 percent of your earned income if it is less than \$2,000 (\$2,250 if you have a non-working spouse) in an interest-earning account. You are eligible for IRA right up to filing time—April 15, 1983. You pay no taxes on your contributions and earnings until you decide to withdraw any or all of the monies between age 59½ and 70½. In those elder years, you would probably pay less taxes because your tax rate is likely to be lower. Where will you get cash to shelter your income in an IRA? Simply tell your disbursing officer to withhold less from your pay each month.

Sale of Home—Sailors get a break in the time they are allowed to defer or delay reporting any profit on the sale of their principal residences. Civilians are allowed a two-year grace period to invest their profit, or capital gains, from the sale of an old residence by buying another—higher priced—home without paying a tax on the gain in that tax year. For those on active

duty, the replacement period is extended to up to four years after you sell your principal home.

Incidentally, temporarily renting your old home because you're having trouble selling it doesn't necessarily make it a business property. The test is whether the rental was or was not for business reasons. So, if you rent your house when you're transferred because you cannot sell it, then when you do sell the house, the same terms apply: you'll have up to four years to re-invest that money in the purchase of a new home before you have to report the profit from the sale of the house as income.

There's an additional break in the sale of a home for taxpayers age 55 or older. It's a once-in-a-lifetime tax waiver where as much as \$125,000 profit on the sale can be made without paying any tax on the gain. To be eligible, however, the taxpayer must have owned and lived in the property as his principal home at least three of the five years before the sale date.

In regard to moving expenses, the tax law allows deductions for civilians only if the distance to the new job is at least 35 miles farther from the former residence. Military people, however, don't have to meet the distance test if the move is a permanent change of station.

Child- or Disabled-Dependent Care—Navy personnel with working spouses and children, or other qualified dependents, get a benefit from an increase in tax credit for expenses paid to babysitters, practical nurses or a day-care center. The credit is 30 percent of qualified expenses; a maximum of \$1,440 is subtracted from the tax due. The credit is greatest for wage earners with two or more dependents and an income of \$10,000 or less a year. Higher-income personnel can save up to \$960 of dependent care credit.

Earned Income Credit—If you had less than \$10,000 in adjusted gross income and provided a home for a legally dependent child, you may be able to receive earned income credit up to \$500. If you expect to qualify for earned income credit, you may choose to get the credit in advance. Fill out Form W-5 and the credit will be included regularly in your pay.

Non-taxable Military Income—Military payments are generally taxable except for allowances and benefits. The following

are not taxable: allowances for quarters; basic allowances for subsistence; comrats; compensation for prisoner-of-war or other missing status time during the Vietnam War; death gratuity pay; family separation allowances while on permanent duty outside the United States; mustering-out payments; overseas cost-of-living allowances; payments to legal dependents of naval personnel; travel allowances; uniform allowances; variable housing allowance; veterans' education, training or subsistence allowances, and veterans' pensions.

Uncle Sam is easing the tax load on military people, and, if you know the tax-saving points, you should have little trouble reducing your tax liability this year and for years to come.

Calendar Changes for Tax Savings

1982

- *Capital-gains rate drops.
- *Charitable contributions up to \$25 deductible for taxpayers who need not itemize.
- *Child- or disabled-dependent care credit increased.
- *Marriage penalty reduced.
- *Ten percent tax rate cut in effect July 1.

1983

- *Marriage penalty reduced further.
- *Ten percent tax rate cut in effect July 1.

1984

- *Charitable contributions up to \$75 deductible for taxpayers who need not itemize.

1985

- *One-half of all charitable contributions deductible for taxpayers who need not itemize.
- *Exclusion of 15 percent net interest begins (up to \$450 on single returns and \$900 on joint returns).
- *Indexing of income tax brackets to reflect the percentage of increase in the consumer price index over a one-year period.
- *Zero bracket amount and personal exemptions begins. (In effect, this means you'll be taxed according to the value of the dollar and what it will purchase rather than the dollar amount.)

1986

- *Total charitable contributions deductible for taxpayers who do not itemize.

—By Jack Ben-Rubin
The George Washington University

Feeling Right at Home

"The port of San Francisco belongs to the Navy this week," declared San Francisco Mayor Dianne Feinstein as she wel-

comed a dozen Third Fleet ships to the city's Fleet Week '82 celebration.

Led by "San Francisco's Own," USS

Coral Sea (CV 43), the ships passed under the Golden Gate Bridge as vehicular traffic on the bridge slowed to a crawl—motorists



in San Francisco

Story by Lt. Cmdr. Pete Feldman, Office of Information, San Francisco

sought to get a glimpse of the ships below.

Earlier, *Coral Sea* had left its pier at nearby NAS Alameda. With hundreds of

civilians and media representatives aboard, the carrier steamed to meet the other Third Fleet ships arriving from San Diego and Puget Sound.

Pedestrians on both the Golden Gate and Oakland Bay bridges cheered the sailors manning the ships' rails. Thousands of lunch-hour office workers, tourists and local residents lined both sides of the bay to watch the six-mile procession of ships pass in review.

Steaming slowly, the ships—USS *Coral Sea*, USS *New Orleans* (LPH 11), USS *Fletcher* (DD 992), USS *Bremerton* (SSN 698), USS *Schenectady* (LST 1185), USS *Vancouver* (LPD 2), USS *Monticello* (LSD 35), USS *St. Louis* (LKA 116), USS *Wichita*

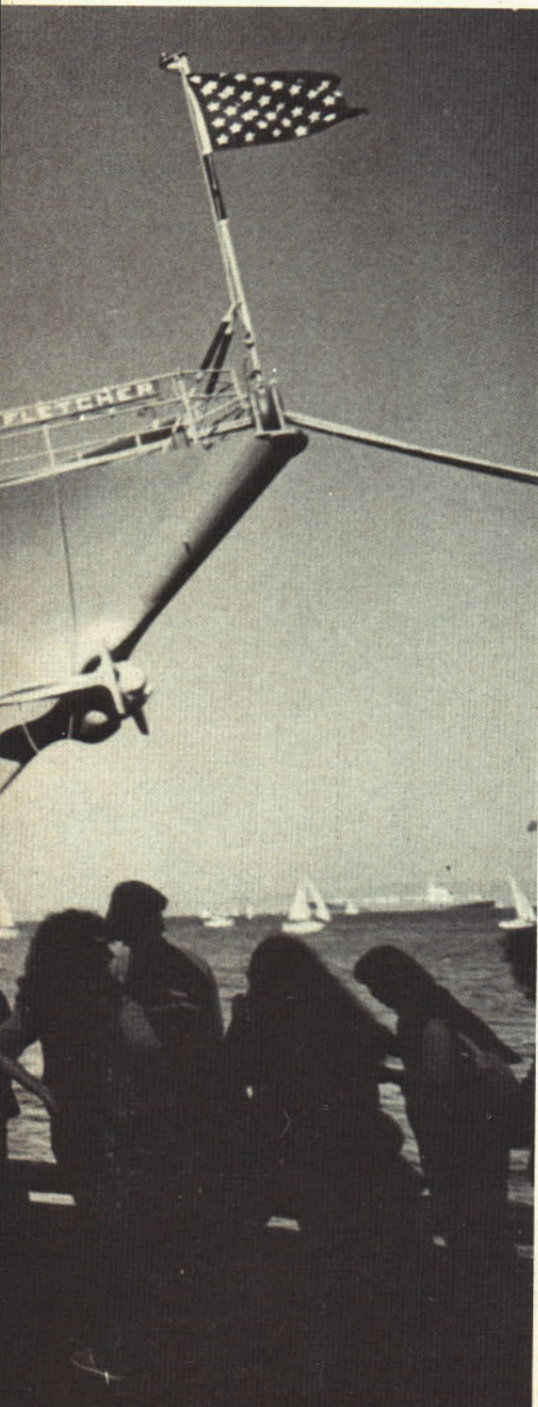
(AOR 1), USS *Lynde McCormick* (DDG 8), USS *Marvin Shields* (FF 1066) and USS *Denver* (LPD 9)—were escorted by six Coast Guard cutters and Navy yard tugs.

Spray from fireboats heralded their arrival. Civilian small craft gathered to escort the Navy ships into the bay, and whistles and horns sounded greetings.

Aircraft flew overhead and *New Orleans* launched more than a dozen helicopters during the arrival; a 17-gun salute from *Coral Sea* was answered by guns at Treasure Island. Explosive Ordnance Disposal Unit One members parachuted into the bay during a river patrol boat demonstration by Special Boat Unit 11.

The official reviewing stand at Treasure Island, midway across the bay between San Francisco and Oakland, was occupied by nearly a thousand civilian and military

Left: Visitors line up to tour USS *Fletcher* (DD 992) during open house. Below: Fireboats welcome Navy ships to San Francisco.



dignitaries, including Mayor Feinstein and Admiral Sylvester R. Foley Jr., Commander in Chief, U.S. Pacific Fleet.

Early morning fog shrouding the Golden Gate had threatened to thwart visibility, but, as though on cue, it lifted as the ships steamed into the bay. By midmorning, the haze had all but disappeared, and brilliant sunshine greeted the crews as the ships began tying up at the city's piers. The weather, the food, the people and the entertainment all cooperated as a quarter of a million Bay area residents poured into the city's Embarcadero to visit the ships.

San Francisco's rich maritime history dates to the Spanish exploration of the

Pacific Coast. In 1908, President Theodore Roosevelt's Great White Fleet made a historic appearance during its around-the-world cruise. At one time, the port was a busy Navy facility, although that pace slowed in recent years. But in 1981, under the guidance of Commander Naval Base San Francisco and the mayor's Fleet Week committee, the city began renewing its hospitality to Navy men and women.

During Fleet Week '82, the mayor visited several ships, welcoming sailors to San Francisco. The biggest greeting of all, however, came from the tens of thousands of citizens who made the sailors feel right at home.

Signalman Third Class Craig Higgins and Radioman Third Class James Ogaz, both of USS *Vancouver*, rated the city's hospitality as "outstanding."

"No matter where we went, people asked

us about Fleet Week," Higgins said.

Ogaz noted that "people everywhere were obviously very proud of the Navy. They'd just come up to you and tell you. You didn't even have to be in uniform, although a lot of sailors and chiefs were in uniforms."

The Navy mustered two softball teams to play the city's fire and police department teams. In 1981, the Navy was, well, sunk. In 1982, the games ended in a neutral split, with the Navy victorious in one, but losing the other game by only three runs.

"I just couldn't believe a city could do all of this for us and go out of its way to make us feel at home" said Higgins. "Whenever I met people who'd toured ships, they said they had learned a lot about the ships and sailors. That plain made me feel good."

A concert by Navy musicians was one of the highlights of Fleet Week '82, including receptions for the crews of visiting ships.



Planning for Fleet Week '82, which had stretched nearly a year in advance, included free transportation and special events to help keep sailors and civilians on the move. Some families traveled from San Diego to greet their men, and some local relatives were waiting at the piers when the ships arrived. Receptions were held for officers, chiefs and enlisted people, with the latter enjoying a visit from Miss America 1982, Debra Sue Moffett, who made an appearance at the Pier 45 enlisted reception. Civilian guests munched ship's food in both wardroom and enlisted messes during the weekend as ship's personnel rolled out the red carpets.

Some lucky sailors were invited to home-cooked meals at civilian homes; others were hosted aboard yachts and sailboats. Newspaper photographers and radio and television broadcasters also made sailors welcome with on-the-spot coverage. And, in a ceremony at City Hall, Mayor Feinstein expressed her hope that more ships would visit San Francisco.

"I know there will be more weekends



like this," Higgins said. "It gave me a really good feeling. Even the little kids were interested, and some said they'd like to join the Navy some day."

The weekend also was special for Senior Chief Boiler Technician Herbert Sesley of

USS *Monticello* who was re-enlisted by Assistant Secretary of the Navy John S. Herrington, who represented the Department of the Navy for Fleet Week.

Civilian businesses and members of the mayor's Fleet Week committee underwrote much of the cost. Thousands of dollars worth of football tickets were donated to ships' crews. The Navy League and a variety of other committees picked up a \$30,000 tab for the Navy/Fleet Week Ball and enlisted reception which drew more than 6,500 sailors and their dates.

Thousands of civilians entered into the spirit of the celebration by wearing ships' ball caps and T-shirts, visible evidence of a successful event. Less visible, but even more of an indication of success, was the estimated \$2 million in Navy-generated revenue which came in to Embarcadero merchants from sightseeing and souvenir-buying sailors and their families.

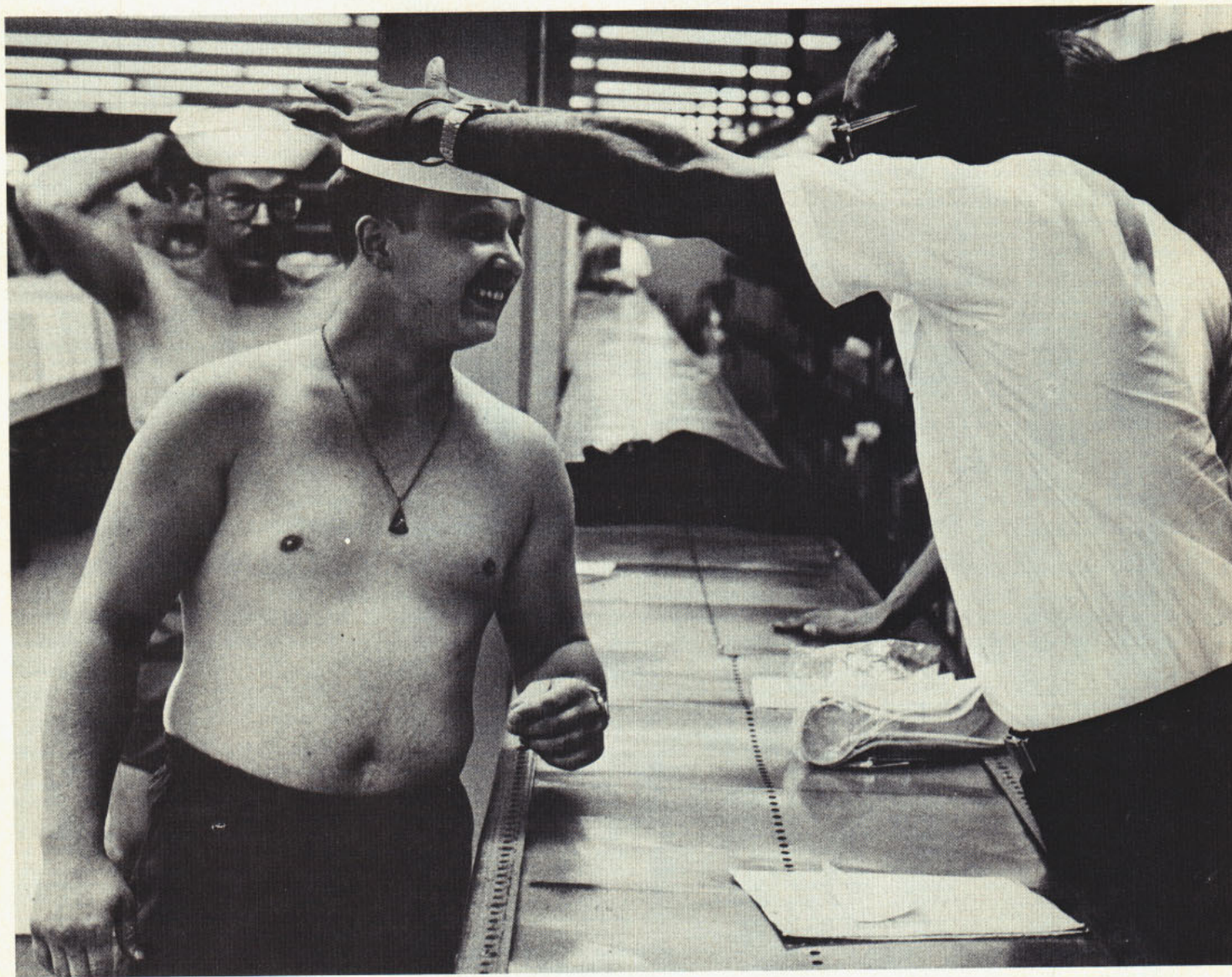
In more ways than one, then, Fleet Week '82 was a resounding success for both the city of San Francisco and the U.S. Navy. A lot of sailors, it seems, left their hearts in San Francisco.



Above: Local citizens get a close look at a Navy helo aboard ship. Left: A Navy Band member works at entertaining the crowd.

'But I Wasn't Getting Anywhere!'

Story and photos by JO1 J.D. Leipold



AD3 Byron A. Gundaker tries on a white hat for size. Opposite: Navets report to the Recruit Training Command at Orlando for three weeks of processing, outfitting, indoctrination and awaiting assignment to the fleet.

When Aviation Machinist's Mate First Class Robert Cannon left the Navy, he charged back into the civilian world thinking he could land a high-paying, upward mobility job with a major commercial airline. With nine years experience as a Navy jet mechanic, he felt it was time to head for greener pastures and a life with more at-home stability.

Though he didn't dislike the Navy, Cannon admitted he was tired of shipboard life, long deployments and being away from his family. Bettering that situation, to him, meant settling down in one area.

Cannon was rudely awakened. The airline industry wasn't hiring.

"For a solid year I applied everywhere, but I was banging my head against a wall. Look what happened," he said, "one airline folded and mechanics with 15 years seniority were laid off. I ended up going to school during the day and cooking in a restaurant at night."

After 20 months on the outside, Cannon began looking in. He eventually wound up in a recruiter's office in the same situation he'd been in 11 years before—searching for a viable career at a decent buck.

"Rejoining the Navy was a necessity. I've got a wife and three kids to support," he explained. "This time I'm staying put. I'm going to grab for all the marbles and maybe try my luck at an officer program later on."

While Cannon attributed his inability to survive on the outside to "bad timing," the fact remains he was a highly skilled jet mechanic with almost a decade of experience. It still wasn't enough to land the job he had expected.

Aviation Ordnanceman Third Class Byron A. Gundaker and Boatswain's Mate Third Class Robert A. Purifoy, both four-year veterans, also thought they could make better money on the outside. At the time they were separated from the sea service, the kind of job wasn't as important as putting food on the table, paying the rent and keeping the car rolling.

"I was working as a foreman for a railroad scrapyards," said Gundaker, "but I wasn't getting anywhere. I'd go to work every morning and do the same thing day in and day out. So, one day I just quit and re-enlisted."

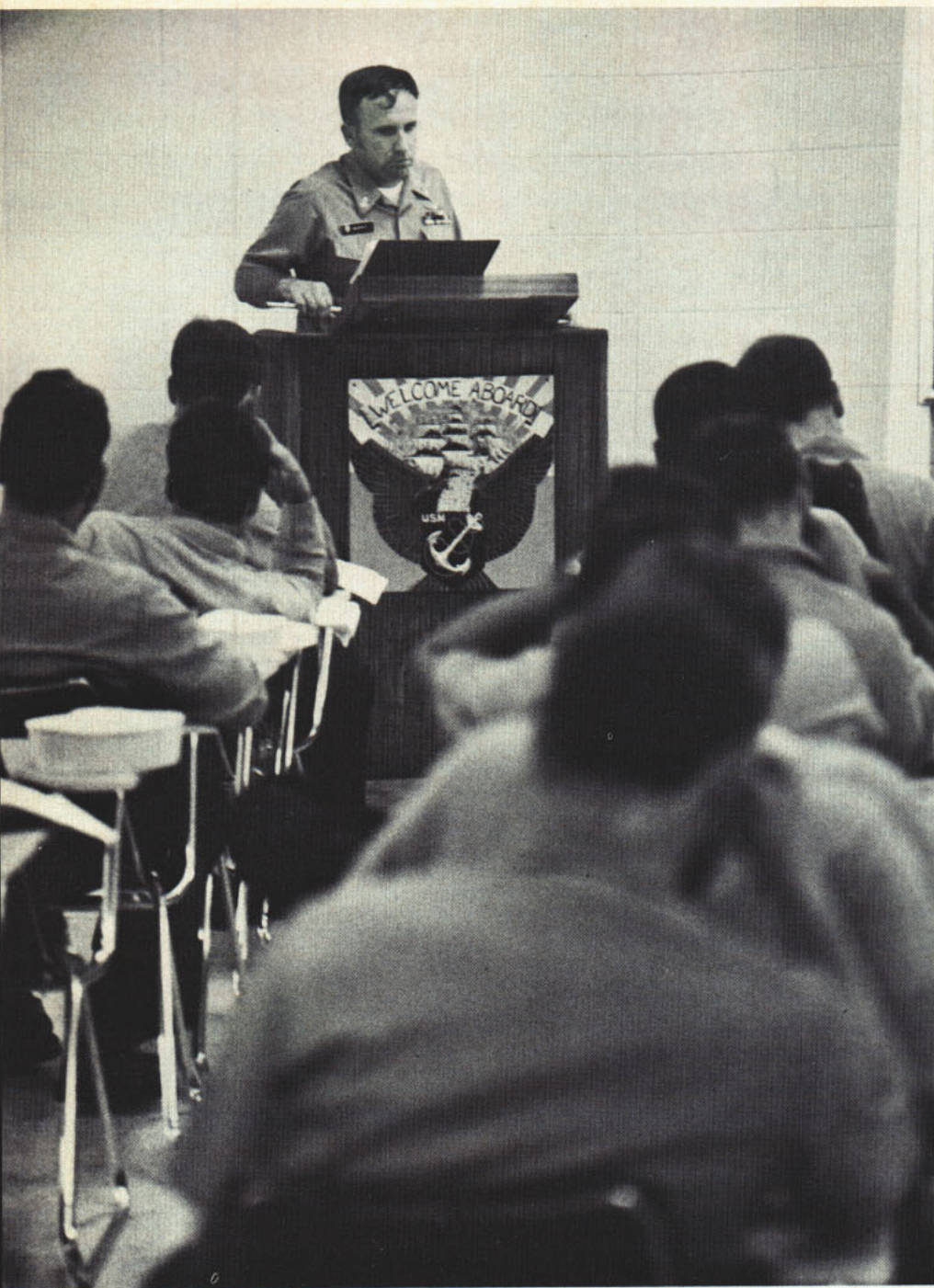
Purifoy might not have left the Navy 18



months earlier had it not been for his five years sea duty to two years shore duty rotation. At the end of four years aboard an oiler and with another year of sea duty to look forward to, he elected to leave the sea behind and go home to North Carolina.

"I just didn't think I could handle another year of sea duty before I'd be eligible for a

shore tour," he said. "But it's tough outside of the Navy. For 11 months I worked in construction—welding, sandblasting—then things got slack and I was laid off. After that I got a job sandblasting the insides of ships for \$5.10 an hour. That kind of work for that kind of pay wasn't worth stickin' around for."



OSC Donald J. Murphy lectures a reorientation class for Navy veterans.

"After awhile I just said this is ridiculous, I'm not going anywhere. So I signed for two years in the Navy—it was just more beneficial for me to come back in. Even though I won't get dental tech 'A' school until the rating opens up, I at least make better money for my efforts, and I have more job stability."

Seaman Randall L. Mitchell did everything from pumping gas to managing a pizza parlor but found the pay was better as an E-3 than what he was making on the outside.

"I was competing for jobs anyone could do, but I was also stacked against people who had college degrees," Mitchell said. "Now I've got something to look forward to—Hospital Corpsman School and a definite career path. When I retire, I'll have 20 years of experience to offer—that can't do anything but help me."

Other former sailors found they genuinely missed the sea service way of life. Storekeeper Seaman Wayne D. Frey had been separated from the Navy for nearly a year.

"I went in the Navy right out of high school so I really didn't have any independence between the time I graduated and joined up," he said. "After three years active duty, I got out because I didn't *think* I liked it. After awhile, though, I began to remember my experiences in the Navy—good and bad—and decided to come back in for a career. I *do* think it was good to get out and make that comparison though."

For the 300 or so other Navy veterans who rejoin the sea service each month, life situations are similar, but the stories are as unique as the individuals. These men and women joined the Navy originally to gain solid experience. Many intended to play out their hitches and re-enter the civilian job market using that training and hands-on experience gained in the Navy as building blocks for the future. Instead they found unemployment fast approaching a 10 percent figure. After much frustration and soul-searching, they re-enlisted—ironically, it was for the same reasons they had left.

Another irony returning Navets face is that they resume their naval careers in the recruiter's office, then go on to a recruit

On the outside things hadn't fallen into place for Purifoy. Even after working upward of 50 hours a week and gaining a pocketful of overtime pay, he had to let his trailer home go.

"I couldn't make the payments," he said, "and I had to drive 45 to 50 miles one way just to keep that job. I tell ya, since I came back in the Navy I breathe easier."

Radioman Second Class Linda A. Baumgardner left the Navy 10 months ago to put to use the dental assistant training she had previously learned before joining the Navy five years earlier.

She went to work for several dentists,

doing X-rays, preliminary work and jumping back and forth between the front desk and the chair. The problem she ran into was that her bosses weren't willing to pay her what she felt she was worth. Fact was, Baumgardner had to fight for raises.

"The doctor told me more or less that I wasn't worth 25 cents an hour raise. Yet, he wouldn't tell me why. Oh, he gave me the raise eventually, but I thought to myself, 'hey, if he can't justify why I'm not worth the extra quarter, something is wrong here,'" she said. "The doctor wasn't even willing to pay me when I was on active duty for training with the reserves."

training command just as they did when they first entered years before.

Like the recruits, returning veterans arrive at the Recruit Training Command in Orlando, Fla., at any hour on any day. The reception for them isn't nearly so shocking as it is for recruits. Instead, Navets head for the quarter-deck and check in with the officer of the day to begin processing, outfitting, indoctrination and transfer. Senior Chief Gunner's Mate Technician Ben M. Turner, Navet course manager, views it basically as a transient personnel unit for prior Navy people.

Most of what they do is old hat—haircuts, new IDs, chit books, uniform issue, straightening out of service and pay records and trips to the doctor and dentist.

"We also conduct a five-day course which is mandatory for Navets who have been out of the Navy more than 90 days," said Turner. "Remember, we're talking about people who left the Navy anywhere from one day to 15 years ago—they've missed a lot of information, some more than others."

Uniform regs, code of conduct, uniform code of military justice, PQS and the 3-M system are covered as well as pay and advancement, educational tuition assistance and all the current information returning veterans need to know and carry back to the fleet.

"But it shouldn't be viewed as another trip through boot camp," said Turner. "The retraining here at Orlando is mostly updating what the Navets already know."

Turner's main concern is to help make the Navet's transition once again from civilian life into Navy life smooth, painless and commensurate with that of a veteran. RTC's goal is to bring those petty officers up to speed and return them to the fleet well-informed, highly motivated, and with a positive outlook toward the future. In a sense, the retraining could be equated to that of a postgraduate school.

"When we bring a first class back in," he said, "the six or seven years of prior service makes him a valuable asset to the Navy, not only in terms of processing but also in training future petty officers. When our XO addresses the Navets on Wednesdays, he reminds them that second and first class petty officers can't be ordered like an item from a department store. They



aren't ready-made, with overnight deliveries thrown in. The XO says the knowledge these petty officers have to offer is developed from time experienced in the fleet."

Since reacquaintance with the Navy takes place where recruits make up the bulk of the population, emphasis is placed on the Navet's appearance, demeanor, military bearing and responsibility.

At the end of two or three weeks, chockful of new information and with orders in hand, the Navets ship out. Some will report to another training command; others will head to various stateside and overseas ports to meet up with ships. These sailors-turned-civilians-turned-sailors are fully aware of the disadvantages and hardships associated with a sailor's life. They've been through this routine before.

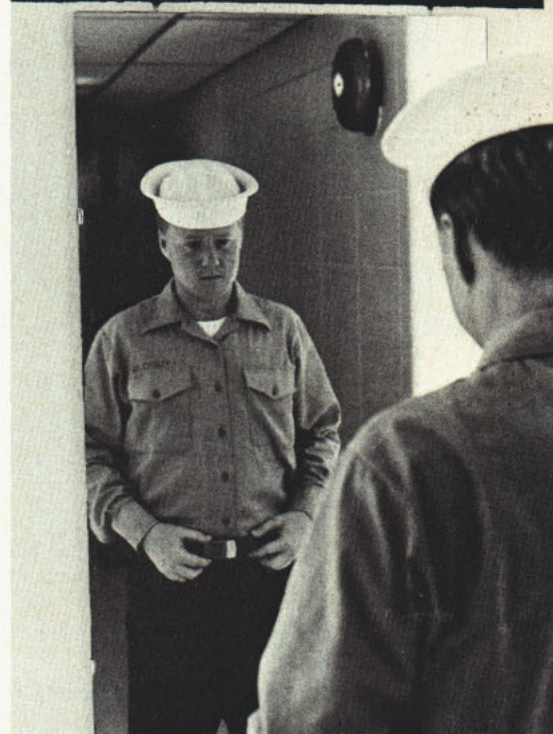
Again, they'll witness harbors jammed with ships of gray steel.

Again, they'll undergo lengthy separations from loved ones only to face the rigors of eight-month deployments.

Again, they'll bemoan the long chow lines—the relearning of the phrase, "hurry up and wait."

Just when things seem almost intolerable, they, no doubt, will flash back to the "good ole days" as civilians—when life wasn't so cushy. The lapse will be brief, then reality sets in. This time they'll make it.

**YOU ARE RESPONSIBLE FOR
THIS PERSON
LOOK SHARP**



Top: Since May 1981 RTC has reindoctrinated more than 4,000 men and women Navets.

Below: SN Randall L. Mitchell, a deck force member during his first enlistment, is slated for Hospital Corpsman School.

Reserve Orion Crew Augments Regulars

Reserve flyers and air crews of Patrol Squadron 92, South Weymouth Naval Air Station, Mass., recently completed a month's deployment to

Lajes Field in the Azores. As soon as they moved out, Patrol Squadron 94 from New Orleans moved in with its P-3 Orion turboprop aircraft to contin-

ue augmentation.

Before VP-92's arrival in Lajes in early June, two other reserve squadrons, Patrol Squadron 64 from Naval Air Station Willow Grove, Pa., and Patrol Squadron 93 from Mt. Clemens, Mich., had operated in a 2½ million square mile area, checking the ocean below for presence of underwater craft.

So it goes—Naval Reserve anti-submarine squadrons continue the job of augmenting regulars in the North Atlantic. According to Commander U.S. Forces, Azores, they are doing a "super" job. "No differences can be found now between regulars and reserves," said Captain William H. Ketchum, who has served with six Regular Navy patrol squadrons during his reserve career.



Lt. Cmdr. Gary Lopez (above) just before takeoff at Lajes Field in the Azores (right). AW1 Ray Beauchemin (top right) during the preflight check. Photos by PH1 Peter R. Rizkallah, VP-92.



All the reserve squadrons augmenting the forces in Lajes this year are normally under the command and control of Commander Reserve Patrol Wing, Atlantic in Norfolk Va., responsible for supervision, training and readiness of several assigned patrol anti-submarine squadrons. The force includes more than 700 active duty officers and enlisted people and 2,800 selected air reservists plus 63 aircraft. It represents a total investment of more than \$440 million in hardware assets. Many of the plane commanders are commercial airline pilots in civilian life.

According to Ketchum, the reserve naval squadrons are superior to their counterparts of 10 or more years ago.

"The reservists are top-notch, talented people who have been flying together for years," he said. "We send the squadrons on operational missions repeatedly."

The naval air reserve squadrons are part of the Navy's selected air reserve, a highly trained force of more than 20,000 "Weekend Warriors" who stand ready to augment the Regular Navy in an emergency. To keep abreast of the latest technological and organizational advances, they maintain and fly fleet-type aircraft at 19 locations in the United States.

Commander Stephen Keith, officer

in charge of VP-92, related that the squadron from NAS South Weymouth flew more than 850 hours before heading for home. "It was our best training period," he said.

Like most reserve squadrons, VP-92



is composed of 60 officers and 300 enlisted people. There is a small cadre of full-time active duty people, but most of the participants are reservists. They are normally former air crewmen with three to five years of active Navy service. The air crewmen who man the P-3 *Orions* are trained at considerable cost to the government, and they gain valuable experience on active duty. Were it



not for units such as the reserve squadrons, this valuable training investment and experience could be lost to the American taxpayers when the air crewmen leave active duty for civilian life. With the reservists brushing up on skills one weekend a month and during two-week annual training periods, the country benefits by having fully equipped and experienced patrol squadrons at a small fraction of the cost of a Regular Navy squadron. The primary mission of the reserve squadrons is to train people to conduct anti-submarine warfare.

Ketchum added that the reserve crew logged more time this spring and early summer out of Lajes than at any time in the last several years.

"They match up favorably with any crew during this air period," he said. "When they come on station, they have to peak up—but because of their backgrounds, they come up to speed fast. They come to Lajes to fly. Individually they do what the country expects them to do—fly missions."

—By Capt. J.R. Lamere
NAS, South Weymouth, Mass.



It Takes Sealift to Support Troops

Story by Kenneth J. Rabben
Artwork by Mike Leahy

Three Military Sealift Command cargo ships assisted in reinforcing U.S. Army units in Europe this past September in the 14th Annual Reforger military exercise. *All Hands* went along to see how the Navy's civilian seamen did the job in this important Department of Defense exercise.

Reforger—which stands for “Return of Forces to Germany”—demonstrates the

ability of the United States in a crisis to reinforce North Atlantic Treaty Organization forces in Europe with ground troops and air units along with their equipment.

The Army's Military Traffic Management Command coordinated the movement of troops and equipment by rail and highway transportation, operated the seaports, including loading and unloading of ships,

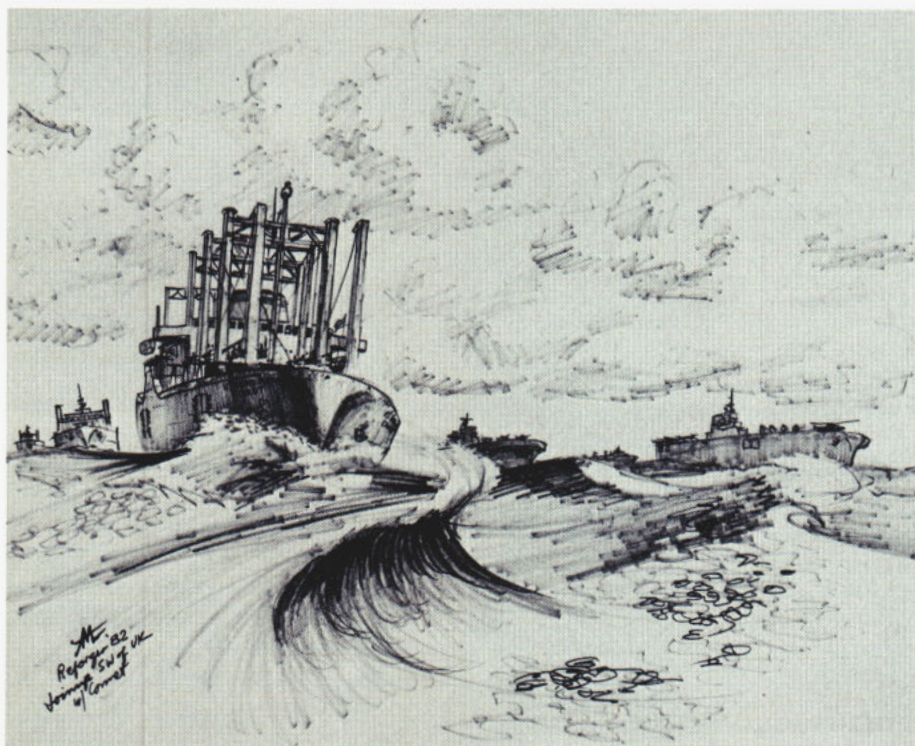
and provided commercial air support in the continental United States.

At the start of Reforger, troops of the “Big Red One,” the U.S. Army's First Infantry Division, stationed at Fort Riley, Kan., along with other units from North Carolina and Texas, were airlifted to Europe in Air Force planes. To augment equipment already prepositioned in Europe, the First Infantry Division's trucks and other rolling equipment came by sealift in a convoy made up of two roll-on/roll-off ships (ro/ros). These are seagoing garages for land vehicles, including tanks and other tracked vehicles, which are loaded and unloaded directly onto piers. The Big Red One's tanks already were in position in Germany at the start of Reforger; others were airlifted by the Air Force.

Twenty-eight Army combat service and combat service support units and 39 Army Reserve component units also deployed, the largest number to take part in a Reforger exercise.

More than 19,000 soldiers and 29,000 measurement tons of cargo were moved from the United States to Germany in a few weeks—24,000 MT by sealift. Active

Ships and storm clouds gather during convoy operations southwest of England on Sept. 5. Right: A helo from USS Nassau (LHA 2) drops mail aboard USNS Comet (T-AKR 7) for the convoy's Operation Short Engagement.





Reforger

Army and reserve people, and civilian stevedores and civilian sailors of MSC loaded about 1,100 pieces of equipment from 14 Army installations aboard the Military Sealift Command roll-on/roll-off ship USNS *Comet* (T-AKR 7) and the chartered merchant ship MV *Cygnus* at Beaumont, Texas, begin-

ning Aug. 18. The gas turbine ship *Admiral William M. Callaghan*, another MSC-chartered ro/ro, loaded at Savannah, Ga.

Division jeeps, trailers, military vans, halftrack vehicles and other rolling stock arrived in Beaumont by rail. Once inventoried, they were positioned near *Comet*

and *Cygnus* in loading order, a process called staging.

Colonel James W. Wallace, port commander of the MTMC's Gulf Outport at Beaumont, was in charge of the staging. "Cargo arrived on schedule," he said, "and there were no major problems. It was



one of the smoothest operations ever. We depend a great deal on interservice cooperation in an operation like this; it's vital to the success of the mission."

The safety of people and equipment is stressed during staging, loading and unloading. The 14-year-old exercise has

been accident-free the past two years, and there have been no shipboard accidents since use of sealift began six years ago. Stringent safety procedures include keeping all people except those working the ships clear of the loading ramps.

The MSC provides the sealift to deploy and sustain military forces overseas as rapidly and for as long as operations require. It also provides underway replenishment ships to deliver supplies to Navy combat ships while on deployment.

Navy-owned ships such as *Comet* provide only part of the nation's sealift capability. The vast majority of ships are chartered by MSC, as was the *Cygnus*. A charter is similar to leasing. Most ships are chartered with crews from a private company for several years. When there is no cargo for MSC-chartered ships, they are placed in reduced operating status until their services are again required. This allows MSC to provide sealift capability at the lowest possible cost to taxpayers.

Roll-on/roll-off ships are invaluable because their unique capabilities allow them to load and unload much faster than conventional freighters. They spend more than 70 percent of their time at sea, carrying containers, rolling stock and other bulk cargo, including the automobiles of DoD military and civilian people transferred to and from the United States.

Comet, a prototype ro/ro, was built 25 years ago to combined specifications developed by MSC, Army transportation specialists, the Naval Sea Systems Command and civilian maritime experts. There are 21 ro/ro ships operating under the U.S. flag. The Navy owns or charters five of them, and three are included in the Maritime Administration's Reserve Fleet.

Conventional ships take about four days to load and four days to unload, compared with two days for ro/ros with similar cargo. Ro/ros can load or unload a full cargo in a matter of hours in an emergency. In such an emergency, MSC-controlled ships would deliver most of the cargo required to reinforce U.S. Army divisions stationed worldwide and 40 overseas allies, including the

15 NATO members. MSC ships also would sealift to the vicinity of possible future combat areas worldwide any of the 11 active and eight Army Reserve divisions (and their equipment) now stationed in the United States.

In Reforger, *Comet* unloaded at Ghent, Belgium, on Sept. 7; *Cygnus* unloaded in Antwerp the same day. The *Callaghan* unloaded its rolling equipment in Amsterdam also on Sept. 7. *Callaghan* sailed independently of the other two ships.

During the Atlantic transit, command of the *Comet-Cygnus* convoy shifted daily from one ship to the other. Convoy commodores and their active-duty reserve staffs in each ship thereby gained valuable experience in vital wartime tactics. Each ship had a Naval Reserve team aboard made up of two officers and four petty officers to aid the convoy commodores. During the second phase of convoy operations, the convoy's screen was made up of Navy warships, including the aircraft carrier USS *America* (CV 66), the guided missile cruiser USS *Belknap* (CG 26) and their escorts. An amphibious task force of 18 ships, including the amphibious command ship USS *Mount Whitney* (LCC 20), the amphibious assault ship USS *Nassau* (LHA 4), helicopter carriers *Inchon* (LPH 12), *Guadalcanal* (LPH 7) and GTS *Callaghan*, joined the two MSC ships on Sunday, Sept. 5 for Exercise Short Engagement. In this third phase, the ships practiced convoy command, control, communications and maneuvering until a gale accompanied by 20-foot high seas intervened.

Rear Admiral William A. Kearnes Jr., aboard *Mount Whitney*, commanded the amphibious task force. In command of the convoy was retired Navy Captain Patrick S. Dowling, who was recalled to active duty to take part in the exercise. Dowling is a former submarine and service squadron commander. Another retired Navy captain, Kenneth J. Austin, was aboard *Cygnus*, sharing the convoy commodore duties.

Military Sealift Command had selected one of its most professional officers to command *Comet*—Captain Edward A. Lanni—an experienced ro/ro skipper. Stocky, with crow's feet crinkling the corners of his eyes, Lanni has been at sea



Hours before sailing for Belgium on Aug. 21, *Comet* loads cargo for the U.S. Army's First Infantry Division (Mechanized), the Big Red One.

Reforger

since he was age 14. He was master of *Comet* during its first Reforger participation. For this exercise, he was reassigned from the cargo ship USNS *Marshfield* (T-AK 282), on which he had been master for the past five years.

At Beaumont, Lanni had paced the port wing of the bridge, walkie-talkie in hand, peering anxiously at the long line of Army trucks rolling toward *Comet's* stern ramp. His chief officer, actually first mate, Ray Marquardt, with fewer years on earth than his captain had at sea, reported aboard only a few days before sailing. The original chief officer had been beached because of a broken ankle. Cargo is a first mate's major responsibility. To add to difficulties, *Comet's* radio officer also was sick and couldn't meet the sailing date. The captain knew another radio officer would have to arrive from MSC Atlantic headquarters in Bayonne, N.J., before *Comet* could sail.

Because of past service aboard, Lanni knew every rivet on the ship. He sailed aboard as first mate for three years and spent another three as master. He knew the ship's capabilities and limitations.

Sergeant Major Richard W. Johnson, the senior Army representative aboard, also watched the loading. He wondered how his small group of troops, called supercargoes, would react to the ship when it was at sea. Supercargoes check the vehicles during the trip to be sure they make the passage undamaged. Johnson watched a dockside crane swing aboard a big, white box the size of a large truck cargo trailer and lower it gently to the main deck on the portside. It was the living or personnel module that would be home for 18 days for five of Johnson's men—living quarters aboard *Comet* are limited.

Finally, *Comet* had loaded 319 of the Big Red One's wheeled and 10 of its tracked vehicles. On deck the crew secured the last of 147 conex boxes, or sealed cargo boxes, to come aboard. Nearby, *Cygnus*, skippered by Captain James Halford, had loaded 301 wheeled and 22 tracked vehicles, 15 military vans and 170 conex boxes. In Savannah, *Callaghan*, under Captain John Codispoti's command, took aboard 219 wheeled vehicles and 82 conex boxes.

Comet's radio officer's replacement, William Royds, arrived at almost the last minute.

He'd been aboard USNS *Northern Light* (T-AK 284) at Bayonne getting ready to sail for Greenland.

Tugs had nudged *Comet* into the Neches River, and, with *Cygnus* astern, it was under way at 7:13 a.m., headed for the Gulf of Mexico. Dowling, as the senior officer, controlled *Comet* and *Cygnus*; he would swap command each morning with Austin aboard *Cygnus*.

When the overall 21-ship task force formed, it would steam in 10-square mile sections, covering an area of about 160-by-90-nautical miles.

Once at sea, the reservists aboard *Comet* communicated with *Cygnus* and other ships by signal flags and lamps; radio silence was observed. In their spare time, reservists helped train *Comet's* crew in use of the signal light.

Comet's crew of 60, including 18 officers, make up the deck, engine and steward divisions. They range in age from 20 to 62 and in experience from first-time sailors like Ordinary Seaman Theodore Kucharski to Lanni and his peers, each with more than 40 years at sea.

Crew members stand two four-hour steaming watches daily, four hours on, eight hours off. There's a deck officer on the bridge each watch, an able-bodied seaman at the helm and another as lookout, along with an ordinary seaman, who serves as messenger and jack-of-all-trades. Eight AB maintenancemen work 8 a.m. to 5 p.m. daily on the deck. Below, in the engine room, one of two third assistant engineers, or the second engineer, is on each watch, assisted by a fireman and an oiler.

The steward department works eight-hour shifts; about 20 percent of the ship's complement take care of the dining and housekeeping needs. There's no such thing as a 40-hour week aboard *Comet*. If men are not assigned watches on the bridge or as lookout, they accomplish whatever ship's work is required. Most like being able to work as much overtime as they can, whatever the task.

As *Comet*, whose normal speed is 16 knots, steamed at 11 to 13 knots in convoy

through the Gulf, around Florida, toward Bermuda and out into the Atlantic, one could easily understand the lure of the sea. Air and water temperatures were in the 80s, and if the humidity seemed oppressive at times, a breeze across the deck helped keep things cool. The seas were smooth.



Big Red One vehicles roll off *Comet* in Ghent, Belgium, Sept. 7 and on to NATO's annual Autumn Forge maneuvers.

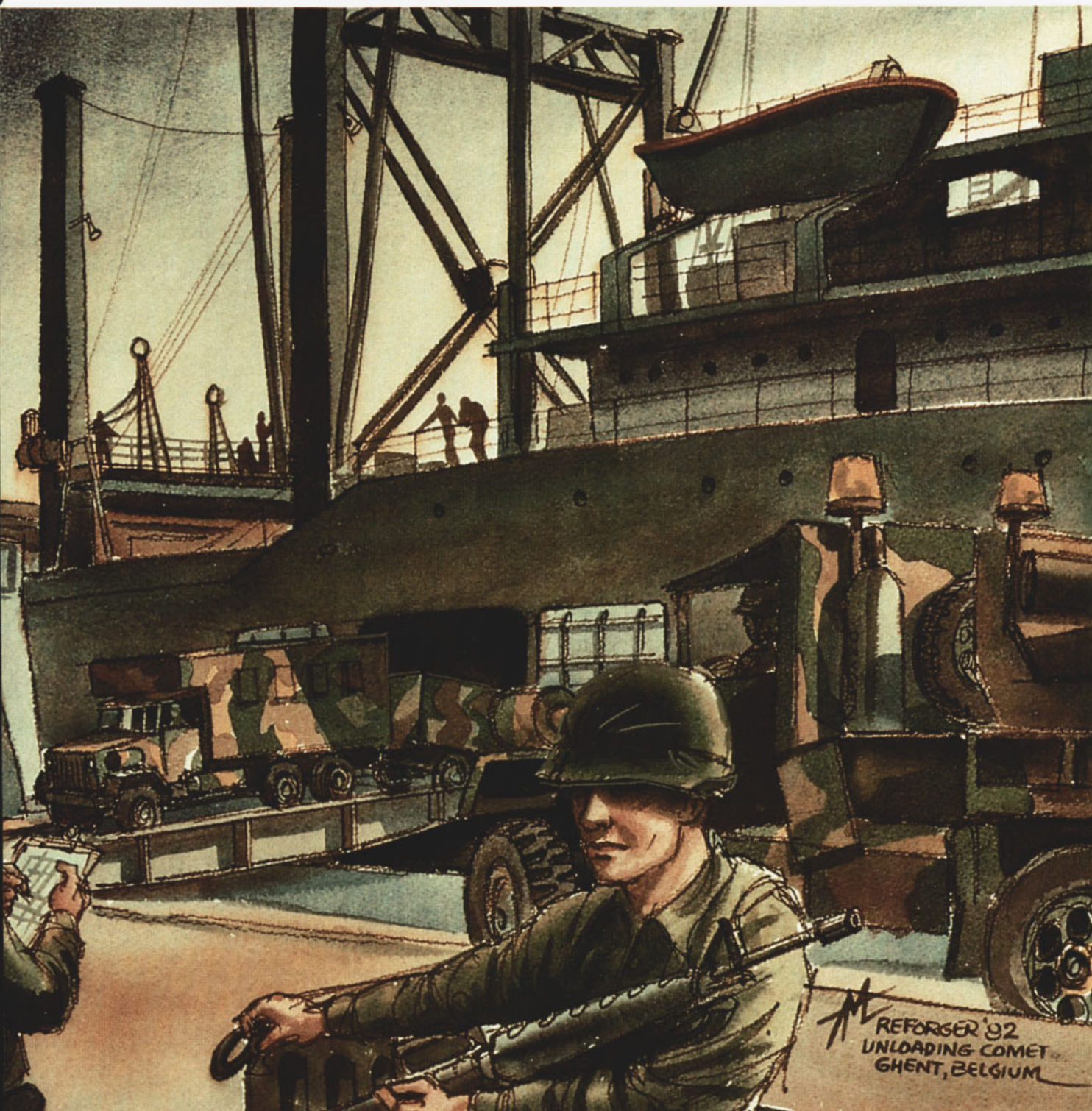
This, however, was not a ship in a TV series. The characteristically drab Navy gray was being accented with black paint by seamen throughout the ship. Not a rust spot or potential rust spot escaped the notice of the captain. Some ladders and overhead beams were coated with zinc chromite, and

a combat artist aboard for the passage painted *Comet's* colorful international radio call sign—NJZP—and the hull number T-AKR 7 on the port and starboard smokestacks. Lanni was delighted; *Comet* is one of the best operating ships in the MSC fleet.

Johnson was worried that the heat in the

holds—90 to 110 degrees—was causing problems. His men found “lots of dead batteries” during their preventive maintenance inspections. “We’ll have to jump start them on arrival,” he said.

About halfway to Ghent, at 10 p.m. on the 27th, at the beginning of the second



Reforger

convoy phase, *Comet*'s lookouts spotted what turned out to be U.S. and British destroyers and a frigate, part of the escort and screen for USS *America*. Radio silence was maintained, and the ships exchanged messages by signal light. Lookouts again saw the carrier on the horizon at dawn the next day, and it came close enough to exchange signals. Several of its helicopters flew by, and jets made the first of several daily passes. Several hours later, a

Spruance-class destroyer took up station parallel to *Comet*'s course about five miles away.

On Sept. 2, a Russian *Bear* aircraft made the first of several overflights which continued during the next few days, with U.S. Navy jet escorts on each wing. That same day, a helicopter from USS *Nassau* arrived, and a sack of messages and instructions for "Operation Short Engagement" was delivered aboard. Lanni and the convoy team reviewed the material on the bridge.

During Operation Short Engagement, the ships maintained convoy-type intervals. They would practice closed-circuit voice communications and pass signals; *America* and *Belknap* and their escorts, then only a

few miles distant, would screen the convoy. The exercise would end at 8 a.m. the next day, Monday, Sept. 6, and the amphibious task force would head for Scotland.

Comet and *Cygnus* were released from the convoy by the Flag Officer Plymouth, United Kingdom, whose representative was scheduled to arrive by helicopter.

Early one morning, a Russian ocean-going tug took up station astern *Comet*, and the ro/ro came alive with people watching through binoculars. The tug trailed for several days and, as the enlarged convoy began to form, finally took the hint to leave, given by several screening destroyers.

Skies were overcast by the afternoon of Sept. 4, the barometer fell, and seas were

The MSC-chartered MV Cygnus and Comet are "reviewed" by a Russian aircraft as the ships steam toward Belgium.



more than 6 feet. About noon the next day, with the convoy in formation, including the *Callaghan*—which had temporarily joined the group—the wind was hitting 20 knots and the barometer continued to fall. Soon, the wind was up to 30 knots, frequently gusting to 40; waves were more than 20 feet. Immediately astern of *Comet*, USS *Sumter* (LST 1181) plunged through the waves, its bow going under at times. After frequent heavy rolls, *Sumter* was allowed to change station and leave the formation to weather the storm.

Comet, too, pitched and rolled 15 to 20 degrees. To those on the signal bridge looking aft through the spray and haze, the ships seemed smaller than usual and low in the water. In the crew's mess that night, sailors watched the movie, "Hurricane."

By Labor Day, both bad weather and the amphibious task force were gone; the exercise was over. At 9 a.m., a Royal Navy helicopter brought Lieutenant Commander Geoffrey Harrison aboard for an hour's stay to provide sailing information for the run up the English Channel to Ghent.

That afternoon, *Comet* made top speed through the channel to the North Sea and the mouth of Belgium's Westerschelde River. Two pilots came aboard the next morning, just as a control tower at Vlissingen was visible through the morning mist. They guided two tugs to positions at *Comet*'s bow and stern to take the ship to a canal lock at Terneuzen, where troops from the Big Red One waited to board. *Cygnus* continued up the Westerschelde to Antwerp.

Near Ghent, winches whined for the first time since *Comet* left Beaumont as deckhands positioned cargo booms and lines preparatory to unloading. The tugs eased *Comet* into the lock at about 10:30 a.m. About a dozen soldiers waited ashore. Once the ship was secure, a ladder was put over the side, and the Army contingent clambered aboard. They reviewed unloading plans and began inspecting the vehicles. A group of stevedores came aboard and worked with the deck force, loosening lashings on the conex boxes and flatbed trucks on the main deck.

Comet and the tugs continued up the canal and then eased into a temporary berth at the dock at about 2:30 p.m. Within hours, doors at *Comet*'s stern slowly open, and its stern ramp clanged onto the pier.



Combat artist Mike Leahy at work under way on *Comet*. Leahy is deputy director of the Legislative and Information Office, Naval Air Systems Command. A retired Marine Corps lieutenant colonel and aviator, Leahy earned a Bronze Star during one of his two tours in Vietnam as a combat artist.

U.S. military police were poised to direct traffic, and Belgium police were on hand as well. Many of the Army people present at Ghent had helped load *Comet* about three weeks earlier in Beaumont.

A starter motor whirled, an engine coughed, revved and roared to life, and a brake was released. An MP waved, and the last Big Red One truck to roll onto the *Comet* Aug. 19 was the first to roll off in Europe. Vehicle after vehicle was driven off under the supervision of Army people, the ship's master and his first mate. A large dockside crane began lifting conex

boxes and flatbed trucks from the main deck onto railroad flat cars.

Later, the dock crane lifted a ramp off the deck and *Comet*'s huge starboard cargo doors were opened amidships. More vehicles soon rolled off. In about eight hours, all the wheeled trucks, vans and tracked vehicles had been driven off the ship to nearby staging areas; the conex boxes had been lifted onto rail cars. Last off was the white trailer-like box that had been home aboard *Comet* for the five soldiers.

In about 10 hours, the first phase of Reforger/Crested Cap '82 had ended for MSC's *Comet* and its civilian sailors. Large overhead lights bathed the dock in a yellow-orange glow. At the gangway was posted the information that *Comet* would sail for Bremerhaven soon.

The ship was quiet for the first time in 21 days, most of its crew relaxing in town a few miles away. In a few weeks, *Comet* would call again to load the vehicles and cargo boxes for the return run to Texas and the conclusion of MSC's participation in this, the 14th "return of forces to Germany." Reforger had gone off without a hitch.



USS Reclaimer

A High Value on Education

For a small ship, USS *Reclaimer* (ARS 42) does education in a big way.

Reclaimer may have the highest college course-to-student ratio in the Navy, with five courses from Chapman College currently aboard the ship with an authorized crew of about 100. During a seven-month Western Pacific deployment, the ship offered 27 semester hours of college work for the crew.

Crew members, including the captain, Commander Richard Owens, took the courses under the Navy Program for Afloat College Education, which offers college level courses at sea while a ship is deployed. Chapman College of Orange, Calif., holds the PACE contract for the Pacific Fleet and deploys civilian instructors—who hold a minimum of a master's degree in the sub-

ject area to be taught and have a year of teaching experience at the college level. Instructors go wherever the ship goes, scheduling classes around the daily routine of shipboard life. Classes are held only after normal working hours.

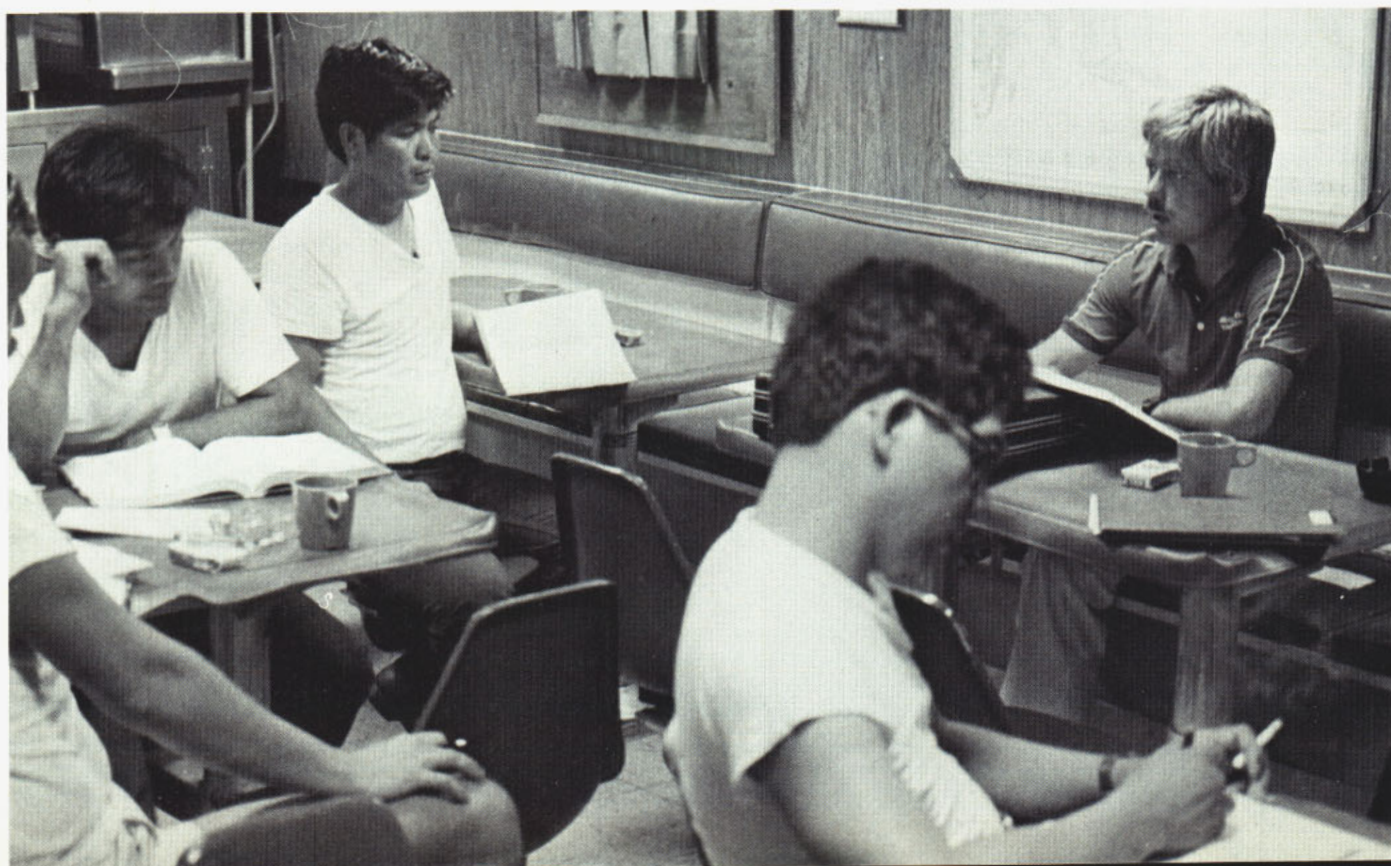
Many Pacific Fleet ships take advantage of the PACE program, but possibly none to the extent *Reclaimer* does.

"I place a high value on education," said Owens, who earned 12 semester hours of credit on the cruise. "Education has a broadening effect on a person. No matter what the subject area, any course can aid the individual in gaining a greater understanding of the world in which he lives and his relationship to it. Combined with the travel inherent in deployment, this is a once-in-a-lifetime opportunity for the men

to explore new ways of looking at things and apply that information to areas of the world new to them."

PACE instructor Jim Car, who taught psychology courses aboard the rescue and salvage ship, said, "The most important element in teaching aboard ship is flexibility. My students may go out and fight a simulated battle during general quarters before class, then dive off the ship to salvage a sunken vessel after class. During class time, I attempt to make the course as close as possible to shore-based education, except that it is taught on a floating classroom."

"But the students may be called on for emergency or routine operations at any time of the day, including my class time, so I attempt to work around the schedule of the ship in class planning."



Education Goals for '83

John Ball, the mathematics instructor, said the challenges of shipboard teaching demand versatility unheard of in shore-based teaching. "All of my students work a full 60-hour-plus week, as well as standing regular watches on the ship. And an emergency involving one of the students can come up at any time, so I try to make the course material as flexible as possible. I schedule several classes a day, so students can attend at any of the scheduled times and so I can meet individually with the students when they need extra help with their assignments. Of course, any time I'm on the ship, I'm available for consultation with the students."

During the 37-year-old ship's cruise, four courses were offered in psychology, plus three sociology courses and the two math courses.

"I'm not sure if we have the greatest participation rate in the (PACE) program in the Pacific," said Lieutenant John Davis, the ship's educational services officer, "but I wouldn't be surprised. The captain and the executive officer have been very supportive of the program and have done everything possible to encourage the students to take the courses. If someone were to have taken all the courses offered on the cruise, he could come back from the deployment with a suntan, a shellback card and sophomore standing in college." Davis does more than encourage the crew to sign up for the courses—he is a student himself.

Lieutenant Chris Murray, *Reclaimer's* executive officer, supports the program as well. "PACE courses offer the sailors an opportunity to fill their free time with something constructive they can use in later life, as well as aid them in their Navy careers. Many of the courses work directly into naval objectives—math skills that are needed by the engineers, and sociology and psychology courses that help the individuals understand themselves and others better, which is important on any Navy ship.

"The courses also offer a diversion from the routine of deployment, and an alternative to SITE television or the nightly movie. The students can better themselves at a bargain price."

Reclaimer's ranking student summed it

Navy Campus. Isn't that an insider's term for the Naval Academy? Or is that what college students call the locale of the NROTC unit?

It's neither.

Navy Campus is the name applied collectively to the service's voluntary education programs. Seven programs come under Navy Campus.

• **On-Base Navy Campus Program.** Offerings range from high school studies through college degree programs. Provided by civilian colleges and universities, courses are offered primarily for people living on base and their adult dependents. If facilities allow and if there is no conflict with state law or regulations, retirees, reservists, base employees and members of the civilian community may participate. The program also includes non-credit courses organized by commands to meet the special needs of people assigned to a base and their families.

• **Program for Afloat College Education.** Through PACE, the Navy contracts with two- and four-year colleges to provide technical and academic courses to people assigned to ships.

• **Tuition Assistance Program.** The Navy helps active duty members continue their education through a financial support system. Currently, the Navy pays 90 percent of the tuition and the student pays the remaining 10 percent for members in paygrades E-5 through E-9 who have less than 14 years in the service. For everyone else, the Navy pays 75 percent and the student pays 25 percent.

• **Navy Campus High School Completion.** This program, through which courses must be taken during off-duty time, enables people to earn a high school diploma or equivalent credential.

• **Instructor Service Program.** The

commander of an activity or unit may request non-credit courses to meet unique educational or training requirements which are not available through other Navy training activities.

• **Navy Apprenticeship Program.** Provided in cooperation with the Labor Department's Bureau of Apprenticeship and Training, this program enables a person to be registered in and complete an apprenticeship in a civilian trade.

• **Functional Skills Program.** In the civilian world, this program would be considered part of the "back to basics" emphasis on certain skills. A fully funded, on-duty program, its courses are intended to improve individual competency in reading, mathematics, English composition and grammar, and other fundamental skills. Accredited civilian institutions, under contract with the Chief of Naval Education and Training, provide instruction to ashore and afloat commands on request of the commanding officer.

Navy Campus reflects the nature of adult education today in the United States. According to OPNAVINST 1500.45B of Aug. 6, 1982, which describes Navy Campus, "Part-time enrollment is increasingly characteristic of adults in American society, and the participation of naval personnel in Navy Campus programs reflects this development."

There are many reasons for pursuing education—advancement in rank or rate, personal satisfaction and curiosity, for example—and there are many ways of getting that education.

Navy Campus is one-way.

The Navy encourages its people to participate in Navy Campus, because they increase their ability to contribute to the service. Education is good for the Navy. It's also good for you.

up. "We don't intend to reduce the men's exposure to education just because the deployment ends, either," said Owens. "There are several schools, including Chapman College, which offer courses in port in Pearl Harbor (Hawaii, where the ship is

homeported). I hope to encourage the crew to keep after their education. It's the best investment there is."

—Story by Lt. John Ball
—Photo by PH3 Greg Henry
USS *Reclaimer* (ARS 42)

PACE instructor Jim Car (left) goes through lessons with USS Reclaimer (ARS 42) sailors.

The Navy's Deepest Divers

Tropical fish, crystal bubbles floating past undersea plants, crustaceans glowing in the cold, cavernous blackness of the ocean floor—forget these and other images when you consider Navy saturation diving. That wet, undersea world bears little resemblance to the dry and scientifically controlled existence of Navy saturation divers.

In the saturation process, the diver goes “down” in a chamber by experiencing greater and greater pressure until atmospheric conditions match those found at various depths under the ocean. The process is called saturation because the inert gas (helium) the diver breathes is absorbed in the body tissue to the saturation point. Because of the increased pressure, the gas is not expelled as it would be under normal conditions.

To function effectively at great underwater depths, it is imperative that both man and equipment withstand intense pressure. Simulated saturation dives are used to evaluate the body’s reaction to various degrees of pressure; this testing can be either wet or dry.

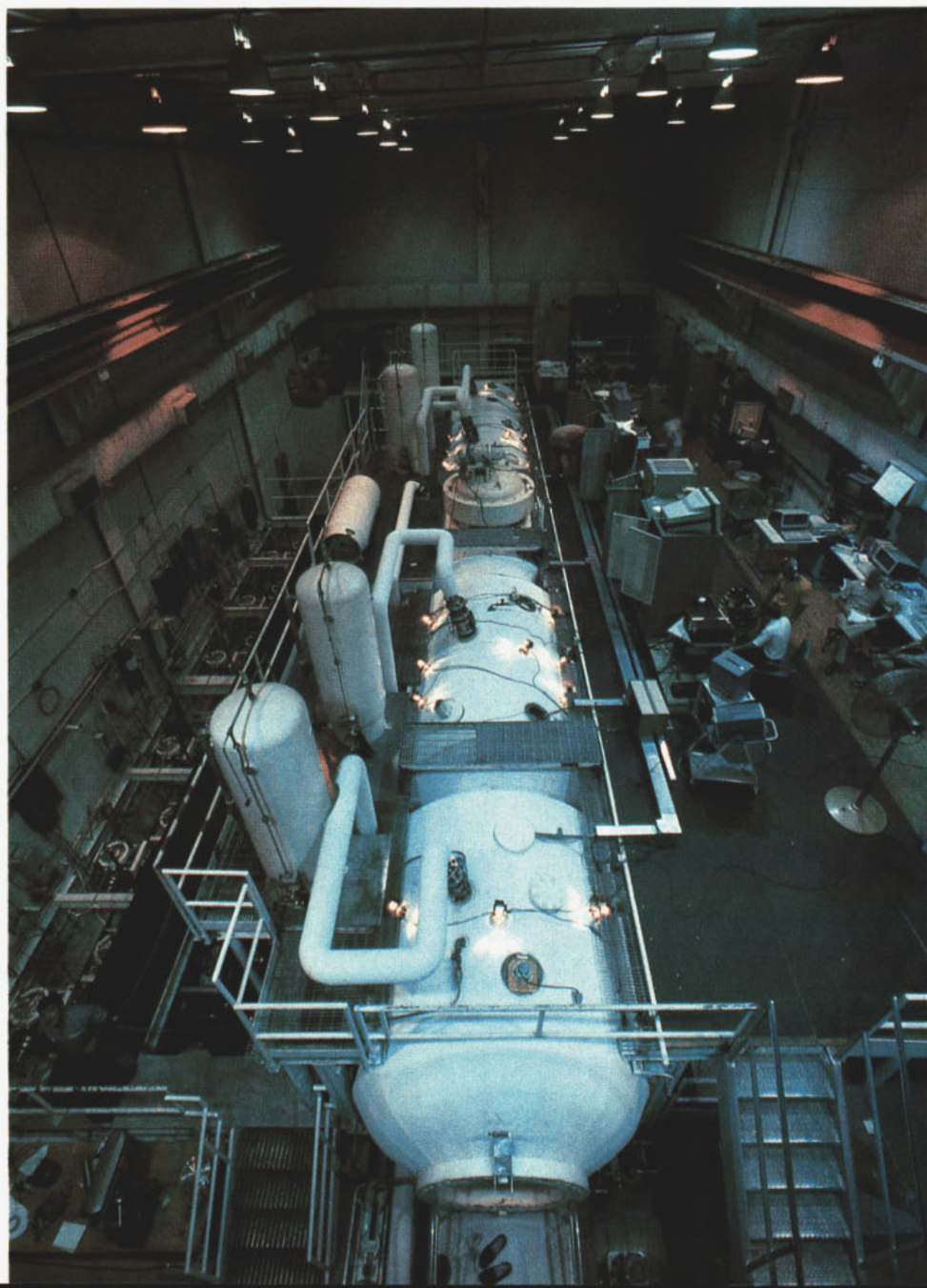
“That’s a hard thing for most people to understand,” said Lieutenant Commander J.T. Harrison, training program coordinator for all Navy diving schools and who is assigned to Chief of Naval Technical Training at Memphis, Tenn. “But it’s not surprising that saturation diving is not widely understood. This kind of diving is still in its infancy. It became a useable method of diving only in the ’60s and ’70s, compared to surface-supplied diving, the method used to recover the ill-fated USS *Squalus* (SS 192) off Portsmouth, N.H., back in 1939.”

Really deep diving was revolutionized with the development of the Personnel Trans-





A diver in MK-12 gear (far left) operates an underwater welding machine in the Navy's Ocean Simulation Facility (bottom left) where saturation test dives are performed. Another diver (top left) makes a short-term dive in the OSF's testing pool while dive tenders assist another out of the wet chamber (below). Photos by Bernie Campoli, Naval Coastal Systems Center.



fer Capsule, a spherical pressure chamber connected to a mother ship by umbilical lines. That vehicle can carry divers to any required underwater depth. Before the PTC, divers were limited to depths of 300 feet or less.

"That's open ocean diving," explained Harrison. "It's not feasible to put a man down any deeper."

Since the PTC lowers the divers to the desired depth, danger—at least from the water itself—is decreased. Atmospheric pressure multiplied many times causes the body to absorb inert gases and poses the greatest physical threat to the diver.

This is why the Navy conducts extensive investigation in the diving field—to understand the effects of underwater conditions on the body. The Navy Experimental Diving Unit at Panama City, Fla., is the headquarters for surface and saturation diving. Both types of diving are used in ship salvage and underwater repairs; however, saturation divers work at much greater depths. Research for both is carried on at NEDU's Ocean Simulation Facility where dives test human capabilities "underwater" and develop criteria for diving equipment. No Navy diver can use any

piece of diving gear until it has been reviewed by NEDU.

A boon to meaningful and safe diving experimentation, OSF can duplicate underwater conditions (wet and dry) without the dangers of ocean testing. "Everything is tried here first," Harrison said.

The facility is made up of five compartments: four living spaces with bunks, heads and storage areas, and a linkup room leading to the wet chamber—a 55,000 gallon tank used for in-water testing.

Although the saturation complex can simulate an ocean depth to 2,250 feet, the world record for dry diving with in-water experimentation at this time is 1,800 feet. It was set by Navy divers at Panama City in November 1979. Harrison was the dive coordinator for "Deep Dive '79" and was responsible for the six divers who lived entirely within the simulated environment during the 37-day dive period.

To reach that depth, the OSF was gradually compressed atmospherically, simulating the pressure increases of the actual ocean. It took three days for the OSF to reach 1,800 feet—divers needed to adjust to atmospheric changes. "At that depth," Harrison said, "the pressure on

the body is tremendous—about 55 times greater than on the surface. The pressure on the body is over 800 pounds per square inch. It's hard on the lungs—just breathing is an exertion."

During the dive, the divers had specific tasks, the primary one being to "suit up" and make daily dives in the wet chamber. The water in the wet chamber had also been compressed to 1,800 feet below sea level, so all the elements of the OSF had matching simulated conditions. Inside the wet chamber, the divers spent up to nine hours a day carrying out exercises such as communication and motor skills.

"That part of our dive was the most significant," Harrison said. "We set the record because our dive included actual in-water testing." He explained that other dry dives had attained greater depth, but without the water factor. "After all, performing useful underwater work is the purpose for achieving those great depths."

In spite of its challenges, the saturation diving field is undermanned. "One reason is, it takes so long to become qualified," Harrison explained. "A person must go from being a qualified scuba diver all the way through to first class diver status just

to be able to apply for saturation diver training." Additionally, because the work is technical in nature, a mechanical background is preferred—although a person in almost any rating may apply.

Harrison described saturation diving as constructive because it deals with salvage and repair. "The appeal of Navy diving in general," he said, "is that people who like to dive can do so while performing a job for the fleet. To be a saturation diver gives additional satisfaction—there are greater odds to overcome to get the job done." Harrison invited would-be divers to consider the challenges of this rigorous field and to become explorers in the relatively new world of deep diving.

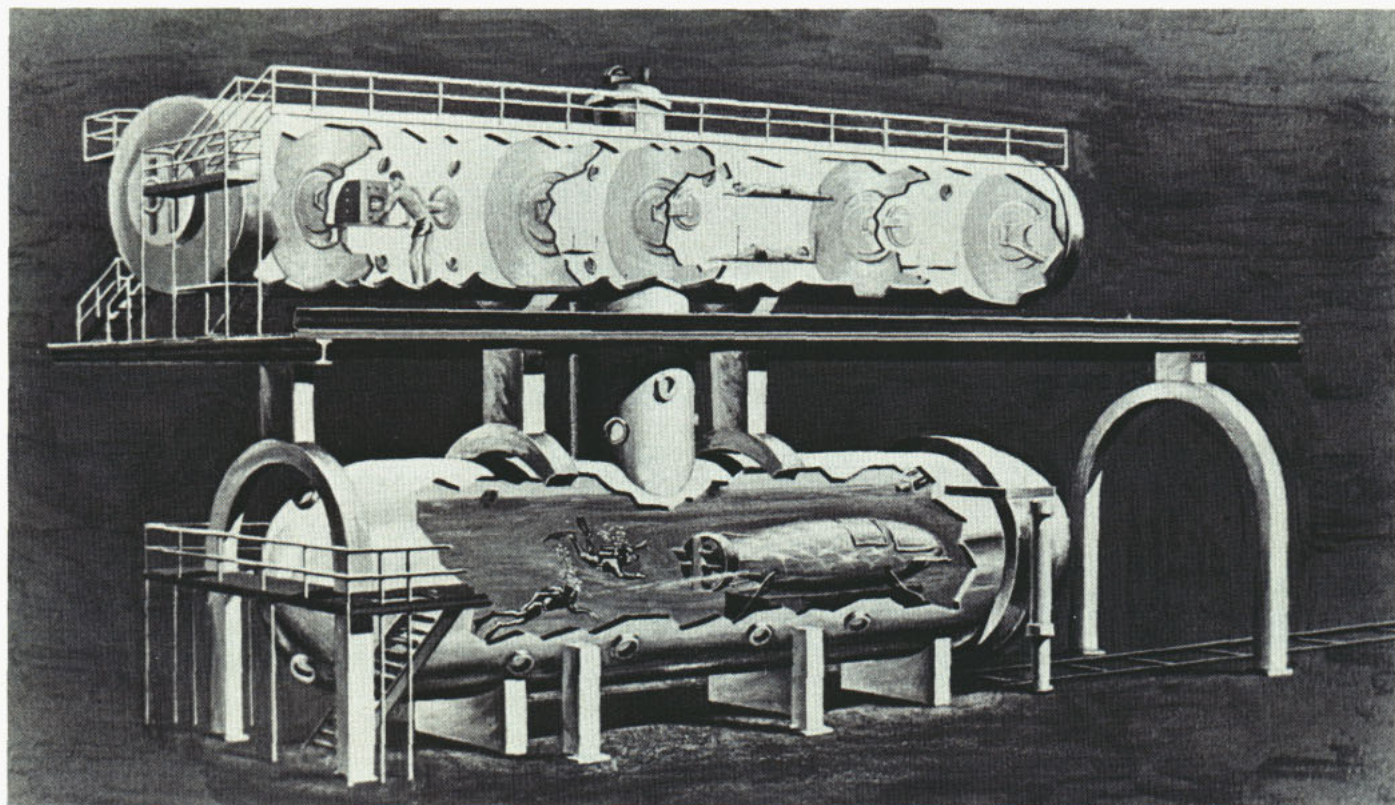
"There are still deeper depths to go to," he said. "The limit is still unknown."

—Story by JO1 Melanie Morrell

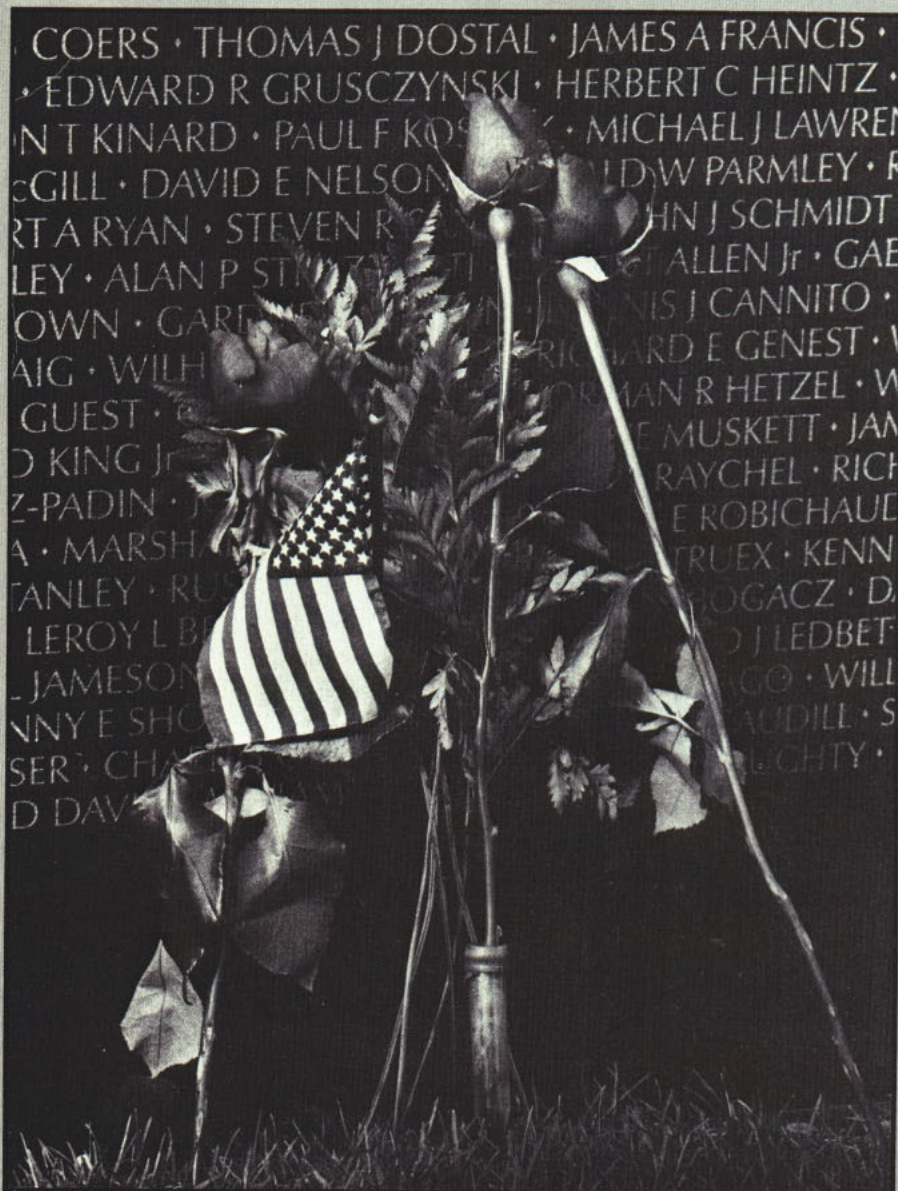
—Photos by Bernie Campoli

CNTECTRA, NAS Memphis

An artist's illustration of the OSF shows the divers' living quarters and the simulated ocean environment.



Lest We Forget



They came from the mainstream of our nation's youth; different kinds of veterans to fight a different kind of war. In the minds of most Americans, the war of nearly a decade ago represents a fading saga in our nation's history. Yet, for many of the 2.6 million Americans involved in Vietnam, the final chapter is only now being written.

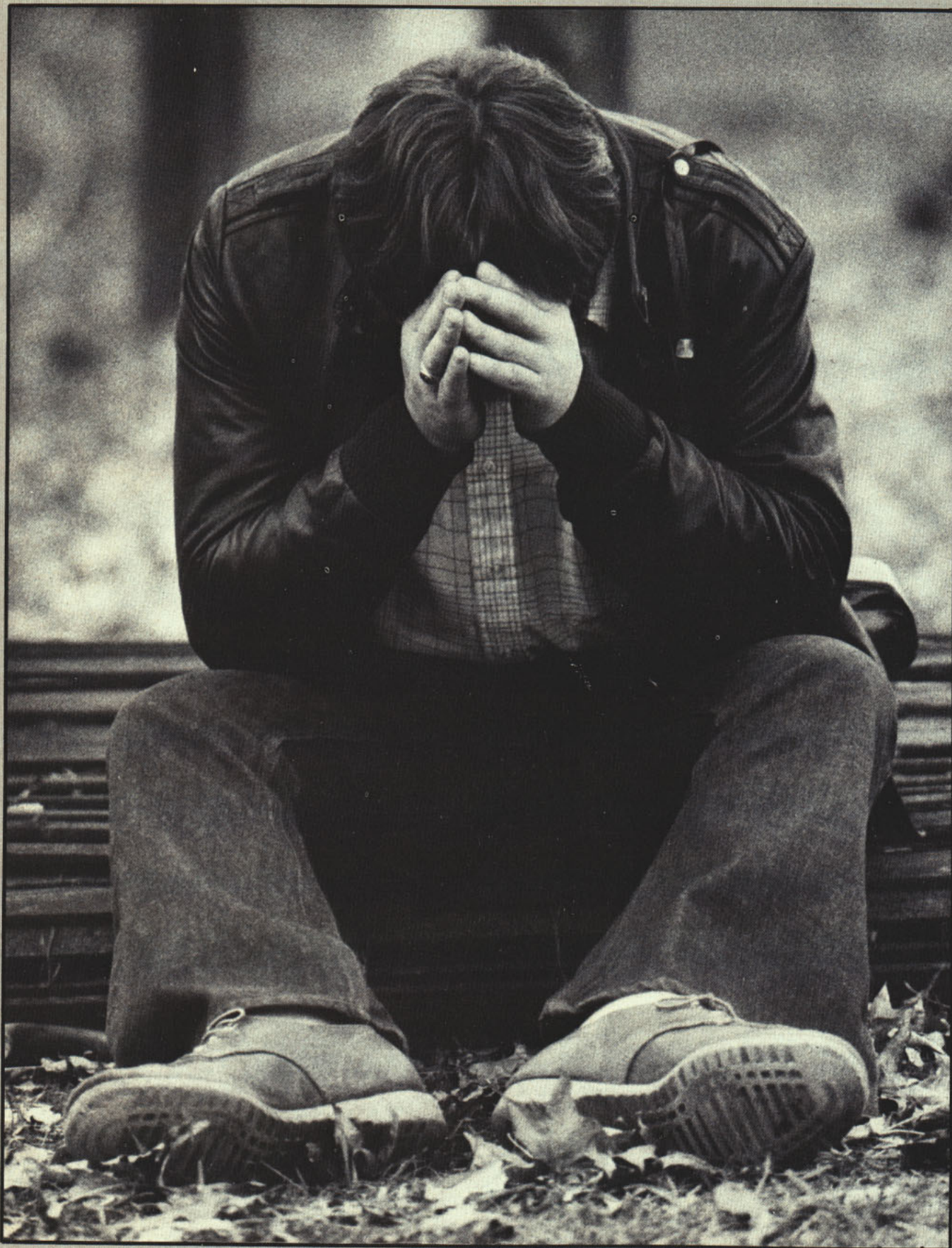
The final chapter began this past November in Washington, D.C., with a long overdue national salute to Vietnam veterans. The tribute opened with a three-day candlelight vigil at the National Cathedral. There, individual recognition was given by a reading of the names of those 57,939 Americans who made the ultimate sacrifice in Vietnam.

The highlight of the five-day tribute was the dedication of the Vietnam Veterans Memorial, whose "V"-shaped black granite wall is inscribed with the names of men and women who died or are listed as missing-in-action in Vietnam.

On Nov. 13, 1982, in a great emotional outpouring, veterans, relatives and friends gathered at the memorial. There, they shared grief, honor and memories of the previously unrecognized Americans. Through their actions, people from all walks of life, from all over the United States, joined to recognize and acknowledge the sacrifices made by the Vietnam veteran.

—By PH2 Robert K. Hamilton







"For without belittling the courage with which men have died, we should not forget those acts of courage with which men . . . have lived. The courage of life is often a less dramatic spectacle than the courage of a final moment; but it is no less a magnificent mixture of triumph and tragedy. A man does what he must—in spite of personal consequences, in spite of obstacles and dangers and pressures—and that is the basis of all human morality."

President John F. Kennedy, *Profiles in Courage* (1956)



Bearings



Working together. Commander Jack R. Smith, assigned to the Venezuelan Navy in Puerto Cabello as part of the Personnel Exchange Program, was recently frocked to that rank at the request of Rear Admiral Haroldo Rodriguez Figueroa, Venezuelan Fleet Commander. Rear Adm. Rodriguez and Commander Raul Vazquez, Chief of the Navy Section, U.S. Military Group Venezuela, presented the shoulder boards. Following the ceremony, a luncheon, hosted by the Venezuelan Navy, was held in the Officers' Club at the naval base. (L-R) Rear Adm. Carlos Luengo, Commandant Venezuelan Coast Guard; Cmdr. Raul Vazquez, U.S. MilGrp Venezuela; Rear Adm. Haroldo Rodriguez, Venezuelan Fleet Commander; Cmdr. Jack R. Smith; Rear Adm. Cipriano Salazar, Naval Base Commander, Puerto Cabello.



Chilean Navy Mariner Second Miguel Henriquez Avalos recently was awarded the U.S. Navy Commendation Medal for saving the life of a U.S. Navy sailor with the UNITAS XXII task force. The American sailor had fallen into the 38-degree water of Punta Arenas, Chile. Avalos immediately jumped into the water and kept the unconscious sailor above the surface until others arrived on the scene to help him. Rear Admiral James S. Elfelt, Commander South Atlantic Force, U.S. Atlantic Force, said, "I think that if any act deserves such recognition, this man's bravery certainly does."

Photo by JO1 Gary Miller

Brown Honored

The Armed Services Department of the YMCA selected Captain Thomas W. Brown, commanding officer Naval Air Station, Key West, Fla., as its 1981 National Military Volunteer Leader of the Year. The selection was based on Brown's work to improve the quality of life for Navy people at NAS Key West, particularly junior enlisted people and their families.



Pride in the Navy Day. Rabbi Samuel Sobel, a retired Navy chaplain, conducts the final service at the "1982 Jewish Community Pride in the Navy Day," co-sponsored recently by the Jewish congregation at the Commodore Levy Chapel, Naval Station, Norfolk, Va., and the United Jewish Federation of Tidewater. The day-long event was dedicated to a celebration of the pride Jewish sailors take in their dual heritage of faith and country. USS *John F. Kennedy* (CV 67) supported the celebration by conducting special tours aboard ship throughout the day.

Excel

Count 'em. There were 152 days between April 1 and Aug. 31 last year (as in all years) and the ocean minesweeper USS *Excel* (MSO 439) was at sea for 78 of them. That amounts to a 51.3 percent under way schedule. Whoever said Naval Reserve

Force ships primarily stay in port and if they venture out at all, it's only on weekends?

The 29-year-old *Excel* is a mainstay of the mine countermeasures force in the Pacific under the total-force concept. The minesweeper is required to maintain total proficiency in mine countermeasures and to train naval reservists as well.



Currently operating out of Treasure Island in San Francisco, *Excel* spends most of its time at sea with only its nucleus crew aboard. Its commanding officer, Lieutenant Commander John J. Bepko III, said, "I have one operations specialist, one quartermaster and two radiomen aboard, and just about one of everything else. We still have to maintain our communications guard and all the stations and watches; we're always on port and starboard.

"When I took command, I had no inkling of the heavy operations schedule that we would have. Then, I had the preconceived notion that *Excel* would be in port most of the time training reservists."

The 665-ton, 172-foot long minesweeper has a normal fleet complement of about 76 people. Built in New Orleans, it was commissioned in February 1955 and was homeported at Long Beach, Calif., until 1972 when it transferred to Treasure Island.

During the Vietnam War, *Excel* was assigned to the coastal surveillance force in Operation Market Time. Its duties included acting as gunboat, a search and seizure vessel, and taking part in search and rescue missions.

Excel is one of nine Pacific Fleet MSO-type combatants assigned to the Naval Reserve Force.

READEX '82

Attack Squadron 93, embarked aboard USS *Midway* (CV 41), recently participated in READEX '82, a major naval exercise conducted in the western Pacific Ocean. The exercise gave the Ravens of VA-93 a rare opportunity to operate with three independent carrier battle groups functioning under a unified command at sea. The squadron flies A-7E *Corsair* IIs.

During the first phase of READEX '82, USS *Midway* steamed south for a rendezvous with USS *Constellation* (CV 64) near Iwo Jima. The joint battle group then sought

out USS *Ranger* (CV 61) and its escort ships, completing a high speed ocean transit from Pearl Harbor, Hawaii. In simulation, Raven pilots planned and led long-range strikes against the opposing *Ranger* force.

The second phase combined the three carrier battle groups into a single combat unit. The squadron flew multiple day and night sorties in support of an around-the-clock aerial umbrella of interceptors and bombers.

READEX '82 provided a meaningful and challenging arena in which VA-93 could perform its primary mission of light attack power projection.

USNS *Neptune* Returns

The Military Sealift Command added a "new" cable-laying and repair ship to its fleet recently even though the vessel is 37 years old.

Built in 1945, USNS *Neptune* has spent the last 2½ years at a shipyard in Quincy, Mass., undergoing a major \$42.5 million overhaul.

The 8,625 long-ton vessel was refitted with new diesels, electronic gear and cable machinery. Additionally, *Neptune's* accommodations were reconstructed, and the ship's superstructure replaced.

Neptune is assigned to MSC Atlantic Area Command in Bayonne, N.J., and operates worldwide under the sponsorship of the Naval Electronic Systems Command.

Bearings

Experimental Aircraft Tested



Riddle: When is an airplane like a helicopter? Answer: When it's the XV-15. The XV-15 is an experimental tilt rotor aircraft that looks and flies like an airplane but takes off and lands vertically like a helicopter.

The XV-15, under consideration for use by the military, was tested aboard USS *Tripoli* (LPH 10) in August. Flight demonstrations then were conducted at Naval Air Station North Island, San Diego.

According to Lieutenant Commander John Ball, the purpose of the tests aboard *Tripoli* was to help the Navy evaluate the feasibility of using an aircraft like the XV-15 aboard ship. Ball, stationed at Naval Air Test Center, Patuxent River, Md., piloted

The XV-15 during flight demonstrations at NAS North Island.

the XV-15 during the test flights. "Any helicopter pilot should have no trouble flying it," he said. "It's a very smooth aircraft."

It takes only 12 seconds to swivel the wingtip-mounted engines and rotors from one position to another—either for vertical takeoff or landing, or for flying like a conventional fixed-wing airplane. "It's just a flick of a switch," Ball said.

The XV-15 is only a prototype now, and only two of the craft have been built to date. If a tilt rotor aircraft were to be adopted by the military, its version would be considerably larger than the XV-15.

Photo by PH3 Barry Flood

Stan Nicholls Cited

Stan Nicholls, civilian manpower administrator for the Commander, Submarine Force, U.S. Pacific Fleet, has won the Navy Superior Civilian Service Award for outstanding professional achievement.

Nicholls, who works and lives in Pearl Harbor, Hawaii, received the Navy's second highest civilian award—a medal and a \$3,000 bonus—for his performance since November 1971 as force manpower resources officer. He works in the staff Personnel and Training Division.



Nicholls, a retired lieutenant commander and submariner with 30 years' service, administers the manpower requirements of 14,000 military and 1,300 civilian jobs in 62 command activities. He also is chief administrator for the force's Selected Reserve program and represents the force personnel and training officer in the administration of force civilian manpower.

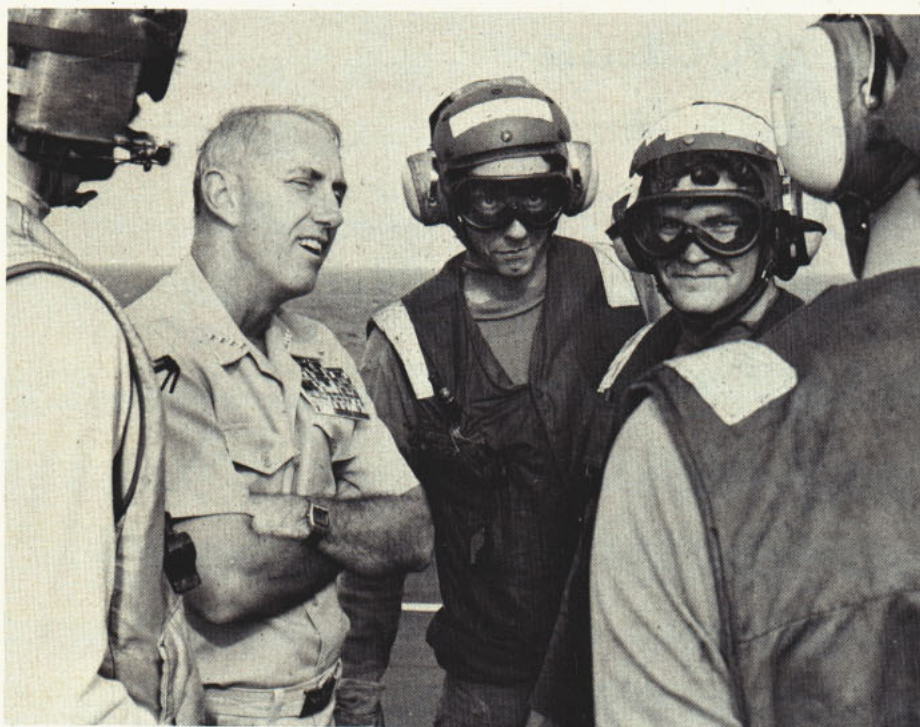
The award for exceptional service credits Nicholls' vital contribution to the submarine force and its mission and praises his "assistance, knowledge and foresight."

The Navy Superior Civilian Service Award is one of three in the Navy Incentive Awards Program recognizing significant contributions by civilian employees.

Continuing Goodwill

Although USS *Hector* (AR 7) returned from a WestPac deployment months ago, the ship's crew still continues its overseas goodwill mission in Western Samoa. While on a two-day port visit to the islands in June, *Hector's* commanding officer, Captain Howard Venezia, learned from a Western Samoan government official of a desperate need for books in the islands' public schools.

It wasn't long after *Hector's* return to its home port of Oakland, Calif., that the ship's chaplain, Lieutenant John Burd, began a search for text books. He struck a bonanza when he contacted the Castro Valley School District. The school district donated more than 22,000 books on a variety of subjects for grades one through 12. Volunteers from *Hector* packed the books, and the Asia Foundation, a non-profit organization, provided funds for shipment of the school books to the islands.



Admiral Sylvester R. Foley Jr., Commander in Chief, U.S. Pacific Fleet, talks with flight deck crewmen on board the aircraft carrier *USS Midway* (CV 41). Adm. Foley, a former *Midway* CO, visited the carrier in September while it was conducting flight operations off the coast of Japan. His visit was part of a tour of naval units in the Western Pacific.

Using Less, Saving More

For the second consecutive year, military and civilians at the Naval Education and Training Center, Newport, R.I., made the most of their energy conservation efforts during Energy Awareness Week, Oct. 25-31. They provided energy conservation information and training sessions, held an "Oil Embargo Day" that restricted the use of all NETC government vehicles from 8 a.m. to noon, except for emergencies, and prepared a special lunch menu of cold cuts, salads and other cold dishes.

NETC ended the week as host to the Aquidneck Island Energy Fair sponsored by the Governor's Energy Office, Providence Gas Company and the Newport Electric Corporation. The fair featured 60 displays designed to conserve energy.

Figures show that NETC is continuing its role as one of the Navy's energy reduction leaders. Compared with the energy baseline for fiscal year 1975, FY 82 energy consumption through last August has been reduced by 28.6 percent per square foot.

Aries Takes Off

The all-weather hydrofoil *USS Aries* (PHM 5) joined the fleet Sept. 18 at Puget Sound Naval Shipyard, Bremerton, Wash. It is the fourth combatant hydrofoil to be commissioned and the third U.S. Navy ship to bear the name. The first *Aries* was a Civil War blockade runner, and the second was a World War II cargo ship.

Small and highly mobile, *Aries* is capable of speeds exceeding 40 knots. The ship's submerged hydrofoils permit operation in heavy seas with the same degree of stability usually found in larger ships.

Operated by four officers and 17 enlisted men, *Aries*' primary mission will be to patrol straits and exits through restricted waters, support task force operations and shadow potentially hostile forces. The hydrofoil is equipped with a 76mm fully automatic naval gun and eight *Harpoon* surface-to-surface cruise missiles.

The ship's propulsion plant consists of one 17,000 metric horsepower LM-2500 marine gas turbine coupled to a water jet propulsor for foilborne operations and two MTU V-8 diesel engines, each producing 818 metric horsepower. These are coupled

to two water jet propulsors for hullborne operations.

Aries left the Puget Sound area in November for its new home port in Key West, Fla., where it joined Patrol Combatant Missile (Hydrofoil) Squadron Two.



Currents

Equal opportunity program specialists needed

The Navy Equal Opportunity Program, currently being expanded to better respond to needs and circumstances of local commands, will require quality, career-minded people in billets as equal opportunity program specialists. The EOPS will help commanding officers monitor and implement Navy equal opportunity efforts and will be assigned for one tour to a major staff or large command, afloat or ashore, and at overseas locations. Following that tour, the EOPS will return

to duties in their own rating specialty.

Qualifications for EOPS people may be found in the "Transfer Manual," Chapter 9.20. There are a wide variety of jobs available for people entering the program. For more information, contact your command career counselor or call NMPC's special programs detailer at Autovon 225-9316/225-2982 or commercial (202) 695-9316/695-2982.

Uniforms required for travel on military aircraft

The Military Airlift Command has announced that MAC passenger agents will not process or board service members who are not in uniform. The policy applies to duty and leave passengers traveling on military and MAC-contracted (category B) civil aircraft departing from military airfields and commercial terminals. The only exceptions to the policy are in cases when civilian attire is required by the U.S. Air Force Foreign Clearance Guide or when travel orders authorize

civilian clothes. The policy may be waived only when a designated local representative of the traveler's service certifies that the service member is not in uniform "for reasons beyond his or her reasonable control." The MAC policy was established after recognizing that all services now have their own regulations requiring military members to travel in uniform in DoD-owned or -controlled aircraft.

Tax break offered on home sale gains

Capital-gains tax on the profit from selling a home need not be paid by military people if they reinvest the money in another home of equal or greater expense within four years, according to Internal Revenue Service officials. Civilians have a two-year period to buy a new residence and defer, or "roll-over," the capital-gains tax.

Military members must remain on active duty during the four years to take advantage of the longer grace period. The house must actually be

used as the taxpayer's principal residence to qualify for the tax exclusion.

The profit from sale is not tax-exempt, but, under current law, the IRS will delay any action on the gain until after the allowed "roll-over" grace period.

Military people should consult local Internal Revenue Service officials or their local legal officer for more tax information.

Navy says, get fit, stay fit

The Navy has established a new health and physical readiness program which will work through local commands in an effort to help Navy people improve their overall health.

The program will focus initially on physical fitness, weight control and nutrition. Each command will appoint a fitness coordinator to establish activities in these areas. Once these programs are organized, fitness coordinators will address other areas such as smoking, management of stress and hypertension, drug and alcohol abuse and accident prevention.

Eventually, Navy services and community health resources at the local and state levels will be incorporated into command programs. Emphasis on quality of life will provide members

with fitness goals, such as decreased weight and improved cardiovascular performance.

The program's theme, "fitness for life," emphasizes personal commitment and long-term goals. Having all members fit and functioning at their maximum potential enhances the Navy's combat readiness.

The Naval Military Personnel Command will provide technical assistance to commands to initiate and develop the program. Additional information is contained in OPNAV Instruction 6110.1B. Questions concerning the program should be addressed to the special assistant for health and physical readiness, Naval Military Personnel Command (NMPC-6H), Autovon 224-5742 or commercial (202) 694-5742.

Destroyer class named after living naval hero

Former Chief of Naval Operations, retired Admiral Arleigh Burke, was honored recently with the distinction of being the only individual in U.S. history to have a class of warships named for him during his lifetime. The DDG 51, lead ship of a new class of multimission destroyers, will be named *USS Arleigh Burke* when it is commissioned during the latter part of this decade. Announcement of this naming was made by Secretary of the Navy John Lehman Jr. during the annual surface warfare officers' party in Washington, D.C.

"No one person is more closely associated with destroyers than Admiral Arleigh Burke," said Secretary Lehman. "It is therefore only fitting that this newest addition to our surface combatant fleet bear the name of the man who distinguished himself and his country with such ships during World War II in the Pacific as well as (being) the Navy's chief surface warfare strategist during his three terms as the Chief of Naval Operations."

During the ceremony, Admiral James D. Watkins, Chief of Naval Operations, presented Ad-

miral Burke with the surface warfare officer breast insignia and an official change in designator to surface warfare officer, a designator which did not exist during World War II.

Admiral Burke earned his nickname "31-Knot Burke" during World War II combat action in the Pacific. As Commander, Destroyer Squadron 23, he pushed his ships beyond their 30-knot capability despite combat damage.

Secretary Lehman presented Admiral Burke with a painting of the new destroyer which will bear his name.

The *Arleigh Burke*-class design is one of the most highly researched in the history of modern shipbuilding and reflects more than three years of conceptual design effort. As multimission surface combatants, *Arleigh Burke*-class destroyers will be the Navy's first major combatants developed since the advent of the *Tomahawk* cruise missile. They will employ the vertical launch system, which launches missiles directly from vertical canisters rather than loading them from magazines onto trainable launchers for firing.

Currents

Offsetting current budget shortfalls

Over the last several months, Navy managers have taken a number of temporary actions aimed at reducing overall personnel costs. These cost-saving efforts, including some promotion/advancement delays and voluntary PCS extensions, are the result of both internal Navy factors and Congressional action.

The internal Navy factors—higher retention rates, lower attrition, fewer retirements and transfers to Fleet Reserve, and more short-term extensions—have brought significant benefits to the fleet. Experience levels are higher, the Petty Officer shortfall left from the 1970s is being reduced, fleet manning is better, and overall readiness has gotten a boost.

At the same time, better retention and lower attrition and retirement rates mean that personnel costs are higher. When a large number of people at the higher paygrades stay in the Navy, personnel costs increase.

In addition to the Navy's more experienced, more costly force, Congressional action on the Military Personnel, Navy (MPN) account resulted in some additional budget shortfalls. The FY 83 Defense Appropriations Act which was enacted Dec. 21, 1982, reduced Navy's spending authority for some personnel programs.

To offset budget shortfalls resulting from both FY 83 appropriations and internal Navy factors, most Navy people selected for promotion to O-4, O-5 and O-6 and for advancement to E-4 through E-9 in FY 83 had their promotions/advancements delayed by an average of about three months. NAVOPS 118/82, 129/82 and 005/83 contain details. In addition, personnel with PRDs in FY 83 were asked to volunteer for tour extensions of up to one year (NAVOP 006/83).

The advancement delays will not affect a sailor's advancement opportunities in the future because advancements will remain within the appropriate cycle and time in grade and time in service computations are not impacted. For officers, however, the slow-downs will affect time in grade, though time in service is not affected.

Requests for voluntary extensions at current duty stations are also temporary, and in addition

to saving FY 83 Navy money, they provide another year of geographic stability, something Navy men and women—and their families—want. Also tour extensions can postpone out-of-pocket outlays for incidental moving expenses.

The Selective Reenlistment Bonus program, Navy's major and most productive retention incentive for critically undermanned skills, was reduced 20 percent. The reduction will be accomplished by tightly targeting award eligibility to our most critical shortages and adjusting the level of bonus for each rating. The reduction is less than the \$100 million cut originally feared, and has allowed Navy managers to relax some program restrictions, such as permitting re-enlistment 90 days vice 30 days before EAOS and using FY 83 pay tables as the base pay multiplier for award computations. NAVOP 011/83 outlines specifics of the SRB program.

As with most things, the budget shortfalls have generated management actions which have both positive and negative effects. While some people may have a promotion or advancement delayed temporarily, or see a slightly smaller general detail work force at their command, others will see a higher experience level in their divisions or have a chance to extend at their current duty station for another year. Budget analysts remind sailors that reductions in the Navy budget only apply to funds for FY 83—through September 30, 1983. Career decisions should not be made on what are only temporary actions to stay within budget constraints. And although initial proposals for next fiscal year's budget include a pay freeze recommendation, no one at this date can speculate with any authority about final decisions on the FY 84 budget. Those decisions will not be made until at least September.

The overall effect of these budget shortfalls is mixed, both for the Navy and its personnel. The personnel force may be more costly, but it is improving experience levels in the fleet and enhancing overall readiness significantly. That makes it easier for sailors everywhere to do their jobs, and easier for the Navy to carry out its mission as well.

Why Wasn't I Selected?

Lieutenant John P. Gorman, assigned to the Enlisted Advancements Section, Career Progression Department of Naval Military Personnel Command, has served as recorder on four enlisted selection boards. This article is based on his personal experiences and those of other selection board members.

Each year, thousands of sailors share the disappointment of non-selection for advancement to E-7, E-8, E-9, and the persistent question is "why not?"

Months before each selection board, expectations are kindled and fanned by a variety of reasons. Foremost among these are a new and favorable evaluation, a perception of what the sailor thinks it takes to be selected and, most importantly, how the sailor rates himself or herself. Since personal feedback is not given by selection boards, the disappointment that follows high expectations leads to bewilderment and frustration.

Yet the answers to the question "why" are available—locked in the sailor's service record. The key to discovery is the sailor's own honest appraisal of his or her talents and potential. Here is a step-by-step method to help service members help themselves determine why they fell short in the selection process.

1. Order your own service record. It's going to be an exact duplicate of what the selection board screened. It can be ordered from Commander, Naval Military Personnel Command, Attn: NMPC-312, Navy Department, Washington, D.C. 20370.

2. Inspect it for errors, misfiled or missing documents. If you find any problems, contact Naval Military Personnel Command, Attn: NMPC-313 for corrections. If you believe your record had errors while being screened by the last selection board, contact NMPC-221 for possible redress.

3. From the last five years of your

evaluations, ask yourself the following:

- a. How many jobs did I have?
- b. Were the jobs the most demanding available?
- c. Were any in a supervisory capacity?
- d. How many people did I supervise?
- e. Did I ask for and receive additional responsibilities?

Selection boards credit members who can perform well in whatever tasks they are assigned. However, additional consideration is given to candidates who are assigned and perform well in demanding jobs or under arduous conditions. This does not necessarily mean sea duty is imperative for members in ratings which offer limited sea duty opportunities. Doing tasks assigned, ashore or afloat, will prove to the board your potential for taking on the responsibilities that are incumbent upon advancement.

4. Examine your evaluation marks for the last five years. Are they consistently rated superior? Sustained superior performance is a key factor to advancement. Erratic or inconsistent performance indicates problem traits that need to be resolved before other responsibility can be offered.

5. Over the same five years, how did you rank against your peers? Were you consistently tops overall? There's no getting around the point that selection boards are a competitive process, and your peer breakout—how you stand among your peers—is an acknowledged tool for use by selection boards to find the best qualified. Here the key factor is being rated as the *top* sailor. Being rated with most of your peers

at the top forces board members to rely on the more subjective performance characteristics listed in the narrative section.

6. If you are not rate—or NEC—restricted, have you performed well in all facets of your rate? This means being assigned in a variety of fleet and shore activities and gaining that invaluable experience that is so necessary in the senior enlisted ranks.

7. Have you accumulated any additional education, the type that can improve your professional skills? Additional educational accomplishments are viewed as indicative of personal initiative and potential, and its importance is increasing as the Navy becomes more technically oriented. Whether through Navy sponsored programs or outside the Navy, any attempt to enhance present skills or to gain new ones is beneficial.

8. Involved in your community affairs? This does not mean to such an extent that your professional performance begins to slip or that the time consumed prevents you from assuming more responsibility. But some active involvement for the betterment of your community does count.

9. Finally, equal weight is not given to all factors. Each selection board redistributes weight to factors according to its own criteria. But one thing remains the same: professional, on-the-job performance has equal or greater weight than all other factors combined.

All the above will not apply to every candidate before the board. Not all members, for instance, have an opportunity to supervise people, gain outside education or have opportunities to go to sea. Selection boards are aware of those circumstances and use appropriate standards. But for those who can, it is necessary that you ask for the most demanding jobs, seek responsibility, gain that extra education and apply yourself to a degree that is consistently outstanding among your peers.



The Hydrofoils— Here They Come

Swinging away from the pier at the naval shipyard in Bremerton, Wash., two small ships churn through the quiet waters of Puget Sound and into the Strait of Juan de Fuca. The strait empties abruptly into the Pacific Ocean where the waves of the open sea toss the ships about.

The steady throb of diesels is suddenly drowned by the scream of accelerating jet turbines. The ships leap forward, leaving

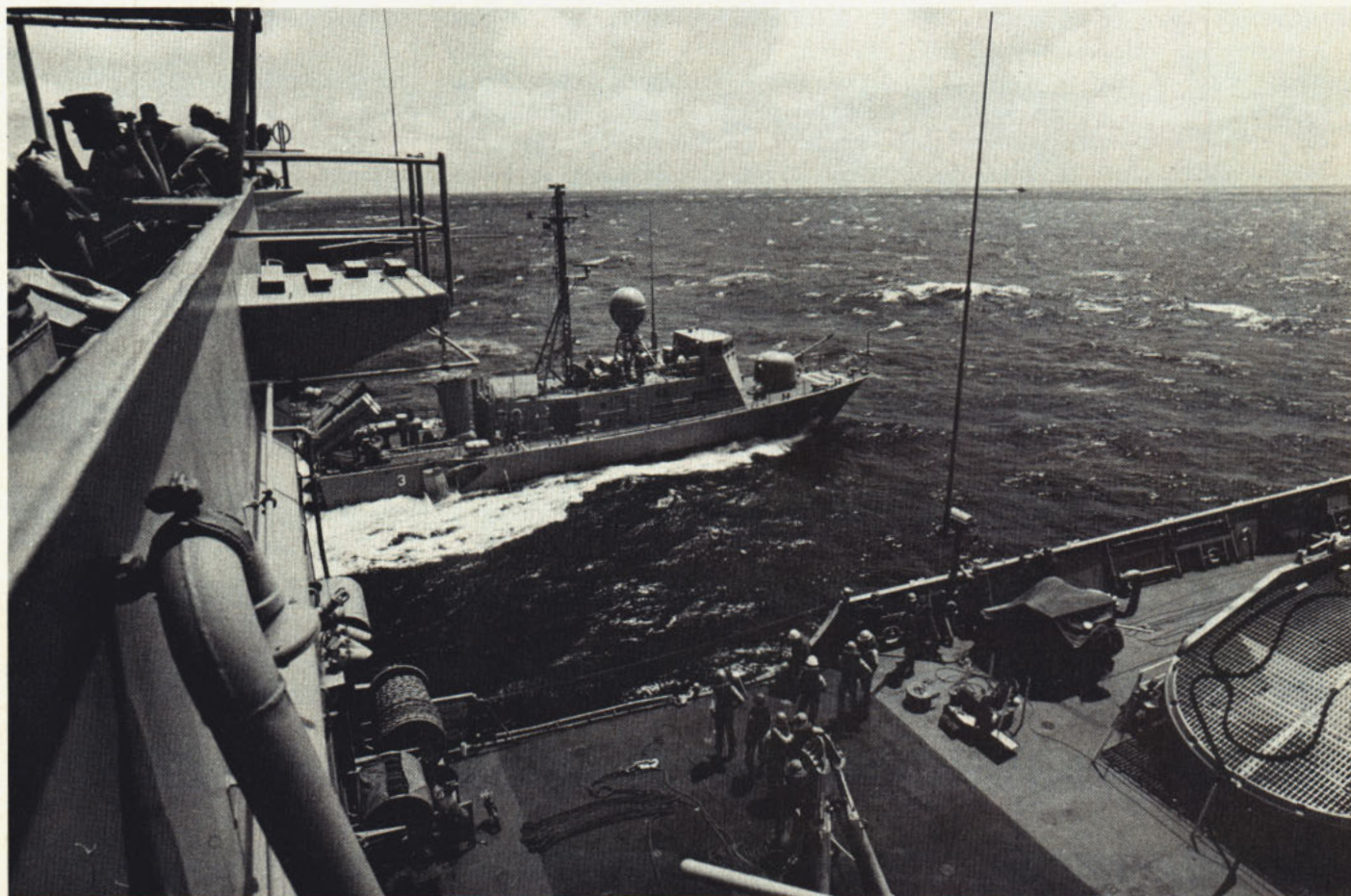
churning, boiling wakes trailing from their "sea legs."

These are the hydrofoils, America's newest and fastest class of Navy ship—and a radical departure from traditional concepts of naval design.

The hydrofoils USS *Taurus* (PHM 3) and USS *Aquila* (PHM 4) were on a 5,000-mile transit from Bremerton down the West Coast of the United States, through the

Panama Canal to the Gulf of Mexico and their new home port of Key West, Fla.

"The first and most obvious characteristic of these ships is they're much faster than any other Navy ship in commission," said Commander Scott W. Slocum, commanding officer of *Taurus*. "They're capable of speeds well in excess of 40 knots, and that clearly separates them from any other class in the fleet."



The hydrofoil's speed comes from a turbojet engine; the 18,000-horsepower turbine is similar to that which powers the F-4 *Phantom* jet fighter. Although the turbine won't get the hydrofoil airborne, it will accelerate the ship from zero to more than 40 knots within one minute.

In addition, the hydrofoils have two conventional auto diesel engines, employed at low speeds for both economy and

endurance. The transition from diesel to turbine, or back, is accomplished smoothly while under way. Under turbojet propulsion, the hydrofoils have a cruising range of about 700 miles. Switching to diesels, their speed decreases radically but their cruising range increases to about 1,700 miles.

A combatant Navy ship is not often compared to a model boat kit available at your local toy store. But the materials which

went into the hydrofoils' construction are not much different. They're primarily aluminum with fiberglass and balsa to make them lightweight. This helps offset the weight of their armament and twin propulsion system.

The ships' features were planned and designed with specific goals in mind. Through a combination of streamlining and centralization of control systems, the 21-member crew can operate a ship that would have required a crew of nearly 60 a decade or two ago. Therefore, while incorporating many features of a destroyer, a hydrofoil has less than one-tenth the crew.

"Teamwork plays an important part in the way we carry out our mission," said Slocum. "In many cases I have only one man in a specific rating. As a result we develop a lot of cross training and teamwork."

Unlike conventional ships where individual jobs go to specific people in specialized rates, major responsibilities on board hydrofoils are shared by all. Adaptability among the crew is not only a desired quality—it is a basic necessity.

The hydrofoils are designed to patrol straits and exits through restricted waters, support task force operations and shadow potentially hostile forces. During wartime, the hydrofoils would conduct offensive operations against major enemy combatant ships.

Though small, they have the punch to carry out their mission. In addition to the 76mm automatic gun, the hydrofoils carry eight *Harpoon* surface-to-surface cruise missiles with a strike range of about 50 miles.

The combination of heavy armament in small, low-profile ships make the hydrofoils highly effective. Together with their shallow draft, high speed and maneuverability, they are ideally suited for coastal patrol and blockade.

"Duty on these ships is tough," said Slocum. "But the crew realizes that these hydrofoils are good for the Navy. They want to see this concept succeed."



—Story and photos by JOCS Tom Streeter
and PH1 James Wallace
Navy PA Center, San Diego

The Navy Remembers

In commemoration of the Navy's 207th birthday on Oct. 13, 1982. All Hands began a year-long series highlighting selected events important in Navy history. In this issue, we look at some significant February events.

February is rich in naval history: stories of heroic exploits, dangerous journeys, famous ships sunk, battles superbly fought. Some events are recent and well-known (Marine Lieutenant Colonel John H. Glenn Jr. was the first American to orbit the earth, Feb. 20, 1962). Some are recalled only as one turns the pages of an almost-forgotten history book (The ironclad turreted vessel *Monitor* was commissioned by the U.S. Navy, Feb. 25, 1862).

Salute to the Flag

Feb. 14, 1778. Eight days after entering into a Treaty of Alliance with the United States, at the height of the American Revolution, the American flag, flying from the Continental Navy Sloop *Ranger*, was saluted by a French Navy squadron in Quiberon Bay. This was the first formal recognition of the Stars and Stripes by a foreign power. Captain John Paul Jones,

in command of *Ranger*, had sailed to Quiberon Bay on the northwest coast of France with the news of General Burgoyne's defeat at Saratoga. Along the way, two British prizes had been captured.

Tripolitan Adventure

Feb. 16, 1804. Young Lieutenant Stephen Decatur, in command of a group of sailors on the U.S. ketch *Intrepid*, sailed into Tripoli harbor at night, boarded and burned the U.S. frigate *Philadelphia*, captured earlier by the Tripolitan pirates. The entire company escaped with only one man slightly wounded. Hailed as a hero, Decatur, only 25 years old, was promoted to captain, the youngest man ever to hold that rank in the U.S. Navy.

Remember the Maine

Feb. 15, 1898. A huge explosion destroyed the battleship USS *Maine* while it was moored in the harbor of Havana, Cuba. The American people, outraged at the deaths of 266 men, made a public outcry against Spain. Even though responsibility for the incident was never fixed, Spain expressed regret over the incident, and both countries formed courts of inquiry to investigate the disaster. In the United States, the slogan "Remember the Maine" steered public opinion against Spain. Two months later, the declaration of war for what became known as the Spanish-American War came as no surprise.

Return of the Great White Fleet

Feb. 22, 1909. The Great White Fleet



came home to Hampton Roads, Va. It had been sent to sea 14 months earlier by President Theodore Roosevelt as a show of American naval power. The 16 battleships, making up the biggest fleet of battleships ever assembled, had steamed more than 46,000 miles, making about 20 port calls in six continents.

Other February dates will forever remind us of other times, other places, some of them in World War II.

In the early months following Japan's attack on Pearl Harbor, Hawaii, and the United States' entry into World War II, the imperial forces of the Rising Sun were overrunning the vast reaches of the Pacific, capturing island after island. On Feb. 20, 1942, USS *Swordfish* (SS 193) evacuated President Quezon and other Philippine officials from Luzon, Republic of the Philippines. Darwin, Australia, was abandoned as an Allied naval base. The war in the Pacific was going badly for the United States.

One year later on Feb. 8, 1943, the six-month struggle to take Guadalcanal and

other islands in the southern Solomons officially ended when organized Japanese resistance on Guadalcanal ceased. The campaign had been our initial offensive move in the Pacific Theater.

The terrible fighting continued, however, bloody and bitter, as Americans and Japanese fought—often hand to hand—for control over never-to-be forgotten Pacific islands such as Eniwetok Atoll in the Marshall Islands, Truk Islands in the Carolines chain and Tinian in the Marianas.

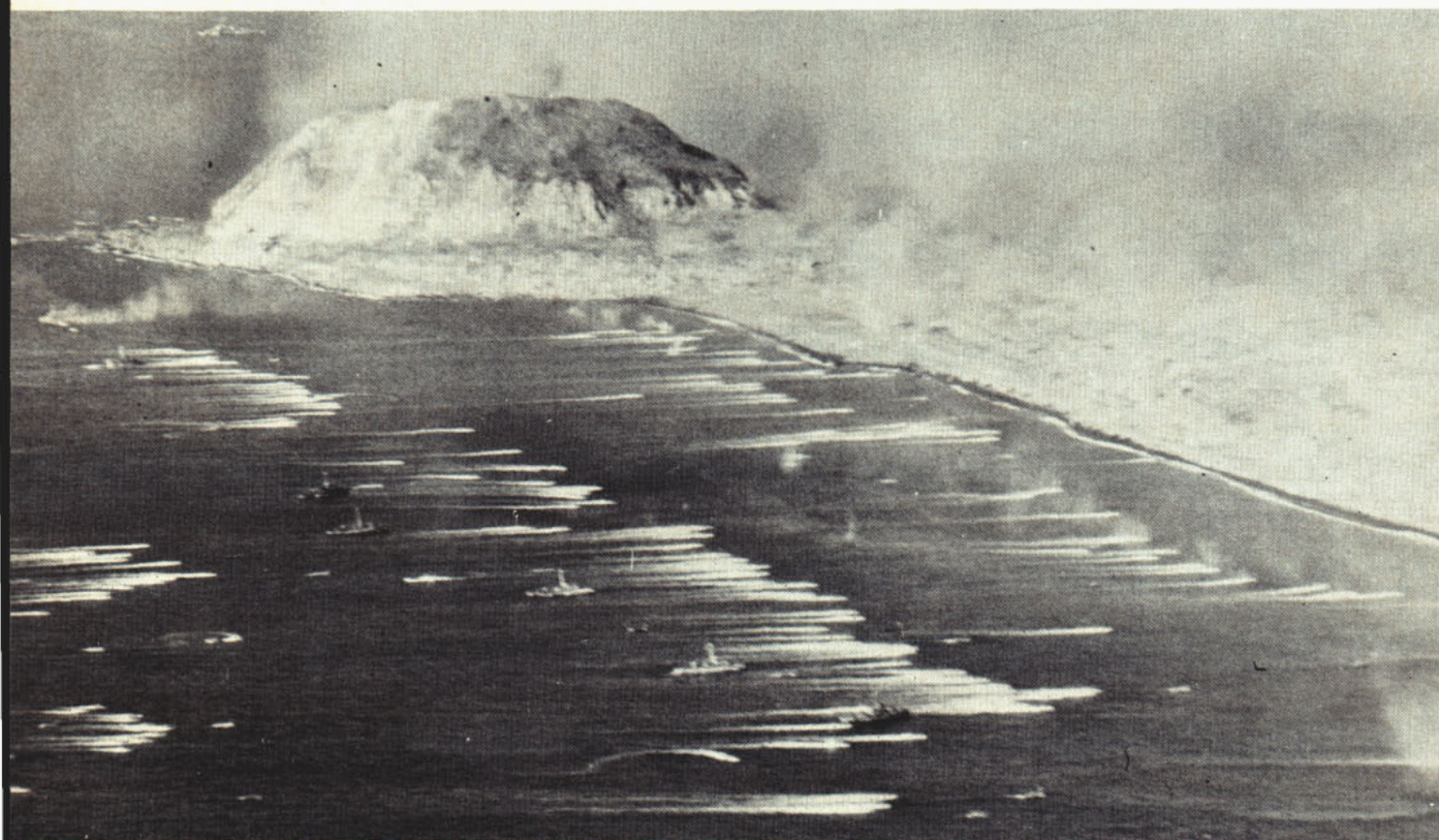
On Feb. 11, 1945, with the knowledge that they were moving closer toward victory, the major representatives of the Allied powers—President Roosevelt, British Prime Minister Churchill and Russian Premier Stalin—concluded their famous Yalta Conference. A few days later, U.S. naval units entered Manila Bay, Luzon, P.I., for the first time since 1942.

Then on Feb. 19, 1945, U.S. Marines poured out of landing craft onto the black volcanic beaches of Iwo Jima, another unforgettable island name of World War II history. It was a crucial foothold for the final assault on Japan. On Feb. 23, after the Marines had fought steadily for every foot of ground

gained from the entrenched and seemingly invulnerable Japanese forces, a 40-man detachment from the 28th Marine Regiment was sent to scale Mount Suribachi, the extinct volcano rising 550 feet above sea level at the southern tip of the island. The detachment was attacked by Japanese survivors still holding out on the opposite side of the volcano. In the midst of the fierce skirmish which developed, the Marines raised a length of iron pipe to which they had lashed a small American flag carried in from USS *Missoula* (APA 211), the transport that had borne the battalion to its staging area in Saipan. However, the flag was too small to be seen from any distance.

Meanwhile, another marine was on his way up the mountain with a larger flag—the battle ensign from LST 779, beached near Suribachi's base. Associated Press photographer Joe Rosenthal shot the famous picture of marines erecting the larger flag on Suribachi. This photo served as a model for the equally famous Marine Corps War Memorial in Arlington, Va., across the Potomac River from Washington, D.C.

—By Joanne E. Dumene



Mail Buoy

The Numbers Game

SIR: I wholeheartedly join you in your fine tribute to Captain Grace Hopper. However, the Gold Medal she received from the Armed Forces Communications and Electronics Association came from a select group of 20,000 (not 20) of her professional colleagues—leaders from government, military and industry who are also members of AFCEA.—Dr. John L. Boyes, Vice Adm., USN (Ret.)

• *We ask the other 19,980 AFCEA members to accept our apology for our editorial error.*—ED.

People vice Personnel

SIR: Years ago as I began my climb through the ranks, "Mail Buoy" was a wealth of information. Most letters addressed questions of interest to large numbers of personnel. There were innumerable times I got straight skinny from your answers in "Mail Buoy" and a few times from correspondence in reply to my particular questions. During those days, if an answer couldn't be found locally to an individual's satisfaction then a letter to *All Hands* was the path to take. Many issues had two or three pages of letters and replies.

The years have seen a change in content and quality of "Mail Buoy." This prompts me to wonder if you are simply not getting questions anymore or has your direction changed?—Lt. J.R. Meadows

• *All Hands magazine left the old Bureau of Personnel in May of 1974 and came under the Navy Internal Relations Activity. In a short time the magazine underwent a face lift; in effect, we got out of the personnel business and into the people business—the Bureau had, in the meantime, established LINK magazine to continue informing Navy people of personnel matters.*

Today, our letters to the editor section—"Mail Buoy"—generally concerns articles and information which appear in the pages of the magazine. The old letters to the editor section rarely dealt with such comment and criticism. That section, then, was a clearinghouse for letters to the Bureau on career matters.—ED.

White Hat and Dungarees

SIR: I offer the following correction to the August 1982 issue, page 46, "Currents"—jumper uniform update article. I believe the last sentence to the second paragraph should read: The white hat is required for the jumper-style uniform and dungarees; the white hat or combination cap may be worn optionally with all other uniforms. I believe the semicolon and the word "and" were reversed which caused confusion for me and possibly others.

Also your article on the Senior Enlisted Academy did not indicate whether SEA is available to reservists unless when specifying "Navy" it is all inclusive. If so, it is disappointing that I will have to wait so long to make application as I am a PO2. Maybe a Junior Enlisted Academy will be initiated for those who might otherwise qualify for SEA except for rank. Teaching management skills should begin with the PO3.—IS2 Edwin E. Irving, USNR-R/NAS Atlanta.

• *You are absolutely right, and we are glad to share your correction with our readers. Sometimes it's the seemingly little things like semicolons and use of the word "and" that can trip us up.*

The SEA is available to reservists—usually two per class—through the Force Master Chief for the Naval Reserve. The Navy also agrees that new petty officers should have special training, and commands now conduct the Petty Officer Indoctrination Course (which includes leadership training) for all PO3 selectees. Complete information is included in NAVOP 145/81.—ED.

One-Navy Magazine

SIR: The September 1982 issue of *All Hands*, featuring the Norfolk Naval Shipyard, marks the beginning of your new program to expand the subject matter of this monthly magazine to include civilian employees of the Navy. I believe it was a good first subject because of the frequent interface of sailors in the Atlantic Fleet and the shipyard. I also believe that this well-written and well-illustrated article will give

everyone in the fleet a clearer picture of the importance of all shipyards to the life cycle of the ships they serve in.

I look forward to future articles on the civilians who form a very important part of the Naval Material Command. —Adm. J.G. Williams Jr., Chief of Naval Material

• *Thank you! We hope that our efforts will continue to serve the civilian employees of the Navy.*—ED.

On the Border, or In Between?

SIR: Your October 1982 issue contains a letter from Mr. Abbott stating that the Portsmouth Naval Shipyard is in Kittery, Maine.

In fact, this shipyard is on an island between Maine and New Hampshire at the mouth of the Piscataqua River. I have looked at every map I have of the area, and each one shows the island belonging to New Hampshire. I believe Mr. Abbott thinks it is in Kittery because both entrances to the shipyard are from the Maine side.

Another fact is that any mail addressed to the shipyard uses Portsmouth, N.H. 03801. Also, it was the Treaty of Portsmouth that ended the Russo-Japanese War of 1905. The treaty was named for the shipyard rather than the city of Portsmouth.—Charles K. Leathers, Portsmouth, N.H.

Watch Your Step

SIR: Excellent article on NavSpaSur in the November issue! However, was the picture of the headquarters building on page 2 shot as evidence to convince the public works officer that the steps are badly eroded and actually appear to be hazardous?—Cheryl Shannon, Meridian, Miss.

• *What you spotted isn't a case of badly eroded steps so much as it is a case of the printer's blanket wearing out and creating a blemish on the plate. Our apologies to NavSpaSur.*—ED.

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Direct connection at 30,000 feet. Lt. Kevin Miller, pilot of the Blue Angels' number three aircraft, flies connected to a U.S. Air Force KC-135 tanker. Seven Blue Angel pilots conducted air-to-air refueling four times during a recent 2,300 mile trip across the Pacific from California to Hawaii. Photo by PH2 Paul O'Mara.



Saturation Divers

• See page 28